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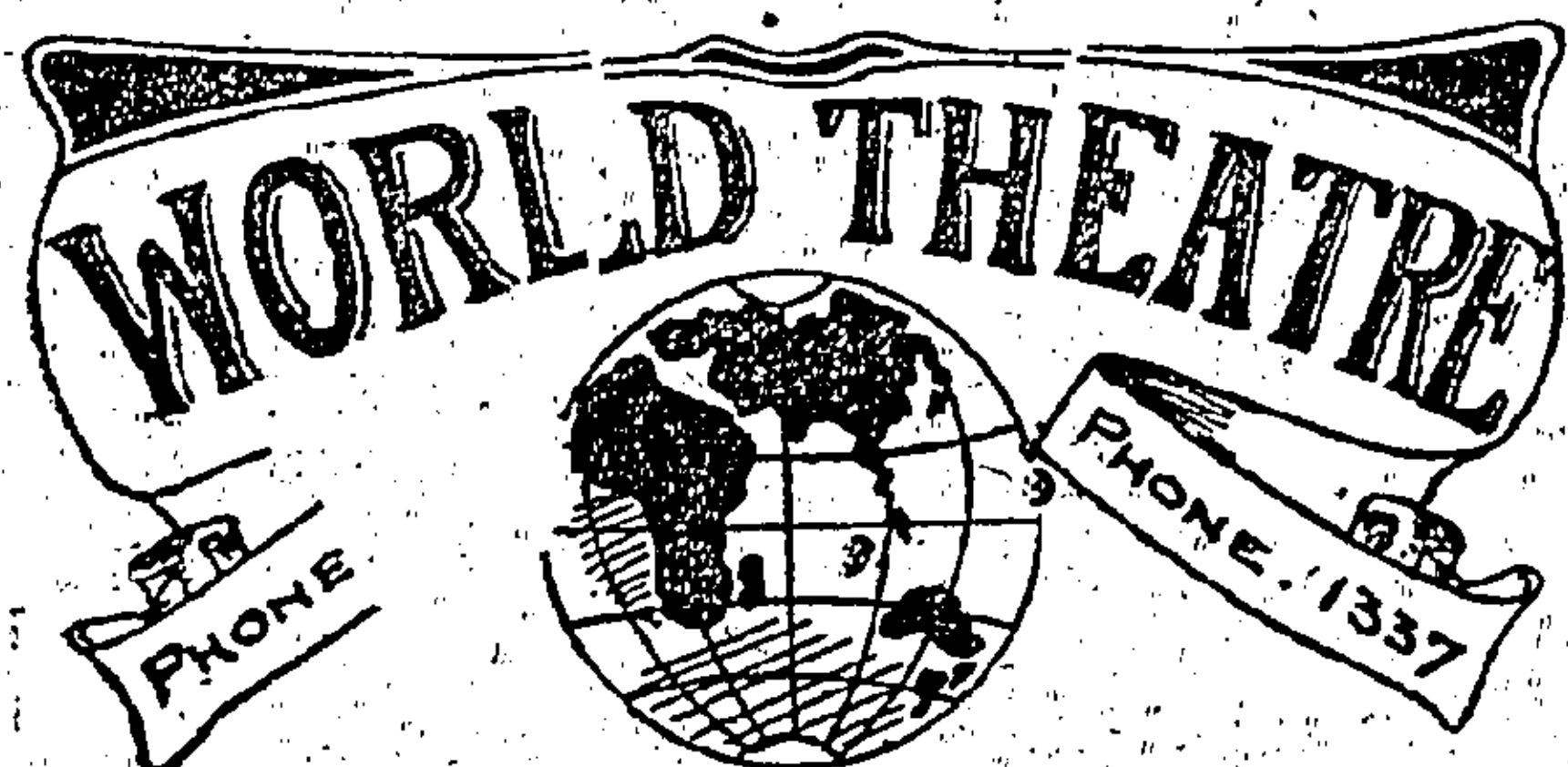
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SAN FRANCISCO BUSINESS

MEN'S TOUR

THE "EMPIRE STATE" PASSENGERS.

The following is a portion of a list of prominent passengers who sailed from San Francisco on the *Empire State* for the tour of the Orient in connection with the Chamber of Commerce of San Francisco. The itinerary of this party will be: San Francisco, Honolulu, Yokohama, Kobe, Shanghai, Hongkong, thence to Singapore and Spangbaya, and return to Hongkong via Saigon and Manila. From Hongkong the *Empire State* will proceed to Shanghai and direct to Honolulu and San Francisco.

The Chamber of Commerce party consists of 140 persons among whom are:—Mr. Dwight K. Grady, Secretary, Foreign Trade Department, Chamber of Commerce, and in charge of all arrangements of Chamber of Commerce party. Mr. J. Parker Currier, of the firm of Carlson Currier Co., silk merchants of San Francisco.

Mr. Louis Glass, president of the Philippine Telephone Co., San Francisco. Mr. Geo. Russell Reed, head of firm of G. R. & Co., San Francisco.

Mr. Fred W. Boole, insurance broker of San Francisco. Mr. M. A. Gale, insurance broker of San Francisco.

Mr. C. B. Lestrade, exporter and importer of San Francisco. Mr. H. S. Dana, of the firm of Shreve, Treat and Encret, jewellers, of San Francisco.

Mr. F. R. Eldridge, chief of Eastern Division, Bureau of Foreign Domestic Commerce of the United States. Mr. Herbert Hoover's representative. Mr. and Mrs. Frank Howlett. Mr. Howlett is chief of Habernicht and Howlett, Inc., of San Francisco.

Mr. Bryon Manze, Musical Instrument House, San Francisco.

Mr. Constant Meese, of the firm of Meese and Gottfried Co., engineering machinery, of San Francisco. Mr. Fred J. Wood, president of the E. K. Wood Lumber Company.

Dr. Kaspar Pischel, noted specialist of the eye, ear and nose of San Francisco. Mr. C. A. Thayer, Secretary of E. K. Wood Lumber Co., of San Francisco.

Dr. A. W. Morton, famous surgeon and head of the Surgical Department of the Atchison Topeka and Santa Fe Railway. Mr. Warren Shannon, supervisor of City and County of San Francisco.

Mr. S. L. Schwartz, of the firm of L. M. Butcher Co., paint and varnish merchants of San Francisco.

Mr. A. F. Morrison, of Morrison, Dunne and Brobeck, prominent attorneys of San Francisco.

Mr. C. J. Okell, insurance broker of San Francisco. Mr. Louis James, of the San Francisco Warehouse Co., of San Francisco.

Mr. A. I. Esberg, tobacco merchant of the firm of M. A. Gust of San Francisco.

Mr. C. J. Okell, insurance broker of San Francisco. Dr. M. J. Judell and Dr. Amelia Gates, prominent doctors of San Francisco.

Mr. Carl Westerfeld, attorney-at-law and formerly California State official. Mr. P. J. Lyon, of the firm of Chanslor and Lyon, automobiles and accessories of San Francisco.

Miss Elizabeth M. Graham, sister of Chalmers Graham, well-known Oriental traveller for Valvoline Oil Co.

BILLS OF LADING.

THE HAGUE RULES, 1921.

Far-reaching and important rules were agreed upon at the recent conference of the International Law Association at The Hague with regard to bills of lading. These rules, which will be known hereafter as "The Hague Rules, 1921," comprise a new International Code, which it is recommended should be made effective in all transactions originating after January 31st, 1922. They were drafted by a sub-committee of the Maritime Law Committee, with a view to defining the risks to be assumed by sea-cruisers under bills of lading, and they are the outcome of the numerous complaints made in commercial circles against the shipowner's habit of contracting out of liability for losses of, or damage to, goods carried arising from negligence. As a result, it is expressly provided in the new code that "any clause, covenant, or agreement in a contract of carriage (which is defined as a bill of lading, or any similar document of title, in so far as such document relates to the carriage of goods by sea) relieving the carrier or the ship from liability for loss or damage to, or in connection with goods arising from negligence, fault, or failure in the duties and obligations provided in this article, or lessening such liability otherwise than as provided in these rules, shall be null and void and of no effect." But in order that all liability shall not be transferred from the merchants to the shipowners, but only such liability as shall insure reasonable care on their part in protecting the goods entrusted to them from pilferage and damage, it is agreed that "neither the carrier nor the ship shall be responsible in any event for loss or damage to or in connection with goods in an amount beyond \$100 per package or unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before the goods are and have been inserted in the bill of lading." In adopting the rules the International Law Association recorded its opinion that "international overseas trade and commerce will be promoted and disputes avoided or the settlement thereof facilitated, if the rights and liabilities of cargo owners and shipowners be thus defined by rules of a fair and equitable character with regard to bills of lading, which shall be of general application. Special legislation will be necessary in some countries to bring these rules into operation in order to secure uniformity. Already a resolution has been laid before the Association of British Chambers of Commerce for its forthcoming half-yearly meeting at Sheffield by the Liverpool Chamber, recommending all members of the Chambers of Commerce of Great Britain to insist that in respect of all transactions originating after January 31st, 1922, the bills of lading must embody The Hague Rules, 1921. So far, says a Home paper, there appears every indication that the new code will be universally adopted, and while every credit must be given to all concerned in its framing, special praise is due to Sir Henry Duke, the Chairman of the Maritime Law Committee, for his share in bringing the shipowners, shippers, consignors, bankers, and underwriters of the numerous Maritime States into unanimous agreement upon such an important subject."

ALLEGED AMERICAN LOAN TO PEKING.

CHINESE PROTEST.

[ASIAN NEWS AGENCY.]

PEKING, October 4th.

Under the leadership of the Chinese Chamber of Commerce of Shanghai, the educational and ten others public organizations have wired to Mr. F. W. Stevens, American representative of the new Consortium, protesting against the alleged loan of twenty million dollars from the Continental and Commercial Bank of Chicago, on the security of the Chinese tobacco and wine receipts. The senders of the telegram say that the rumored new loan from American capitalists is a violation of the announcement of the new banking group regarding refusal to negotiate political loans to Chinese militarists. They add that as the loan will injure Sino-American relations and friendship, Mr. Stevens is requested to see that it be cancelled at once, because the majority of the Chinese people will never recognize it.

Regarding this alleged loan, we (Asiatic News Agency) learn from an authoritative source that, owing to the financial difficulties of the Government, the authorities have been endeavouring to negotiate with American bankers regarding the payment of their former advances to China through a new loan; but so far, nothing definite has been settled. The scheme of the Government is to convert the interest due into a small short-term loan. This is not an innovation because all the interest due to Japanese financiers, as represented by Mr. One in Peking, has been arranged in the same way. But the impression among the Chinese people is that under the pretext of paying interest due on former loans or advances, the authorities are trying to get a few million dollars from foreigners to tide over the pressing financial demands of the present moment.

EX-KAISER BEHIND WIRE ENTANGLEMENTS.

A most stringent watch is being exercised over the ex-Kaiser's movements by the Dutch authorities, and wire entanglements have been erected around the house at Doorn. The ex-Kaiser is not even permitted to leave the grounds. *Reuter.*

CROWN COLONY REFORMS.

DETAILS OF MUCH-CRITICISED SCHEME.

The Colonial Office, under the direction of Mr. Churchill, is engaged on an important scheme for the reorganisation of the administration of the Crown Colonies and Protectorates, designed to give them, among other things, a greater amount of autonomy, states a correspondent of *The Times*. On assuming office Mr. Churchill was struck with the numerous memorials from practically every Crown Colony, which had reached the Colonial Office during the last 18 months, asking for a greater share in the management of local affairs, especially in the matter of finance. It would, he held, be to the advantage of the Crown Colonies, as well as of the British taxpayer, that the memorials should be treated and examined in connection with the Empire as a whole, instead of each being discussed and dealt with separately.

Correspondence on the future financial and administrative status of the Crown Colonies has been taking place between the Colonial Governors and the Secretary of State, and Sir Hesketh Bell, Governor of Mauritius, was recently taken on a warship to Ceylon to consult with Sir William Manning, that Colony's Governor, on some of the proposals. Mr. Churchill intended to visit the East African Colonies this autumn, and on his return Major Wood, the Under-Secretary, was to proceed to the West Indies on a similar mission. The political situation at home has compelled Mr. Churchill to cancel his visit to East Africa. Sir Robert Coryndon, Governor of Uganda, and Sir Edward Northey, Governor of Kenya and High Commissioner for Zanzibar, have been available in London for consultation, and met Sir Hugh Clifford, Governor of Nigeria, and other Colonial Governors on leave in this country.

The main proposals are the grouping of the various Crown Colonies according to their geographical position under High Commissioners, to whose shoulders will be transferred some of the duties and responsibilities—especially in the way of public appointments and concerning financial problems—which now devolve on the Secretary of State. At present, for instance, the plan is to group the West Indies and British Guiana under a High Commissioner who will be stationed at Port-of-Spain (Trinidad); the West African Colonies under a High Commissioner at Lagos; Uganda, Tanganyika, Kenya, Tanganyika, and Zanzibar under a High Commissioner at Nairobi; Ceylon, the Seychelles, the Straits Settlements, and Mauritius under a High Commissioner stationed at Port Louis. The Falkland Islands, the Fiji Islands, and all other Crown possessions in the Pacific will have their High Commissioner at Suva; Cyprus, Gibraltar, and Malta will have theirs at Valletta (Malta).

These High Commissioners are to be given complete control over all the Imperial military and naval forces stationed within the territories under their jurisdiction, in addition to local volunteer forces. Each of the High Commissioners is further to be assisted by a council consisting of members partly elected and partly nominated by responsible electors or vested interests such as the commercial, agricultural, or professional classes in the various Colonies. The privileges and prerogatives of these councils have not yet been decided upon. It is possible that the work of the Crown Agents for the Colonies may undergo important transformation. The scheme, boldly conceived, should in practice prove a substantial reform.

THE FIRST CHINESE STAMP.

"H. A. G." whose initials will probably be recognised by many, points in defence of the *Glasgow Herald*, where the original statement appeared, that that paper spoke of "a Frenchman, M. Villard, who in 1849 was employed in the Chinese Customs Office. Requested to design postal stamps to be issued on the sixtieth birthday of the Emperor's mother, Villard did his best to satisfy the Peking Government." Now, every word of that account, birthday and all, is absolutely correct, with the single exception of "1849," which is an obvious "literal" for "1894," the real date.

These were not, of course, the first Chinese stamps to be issued. I have before me at the moment the six issues of 1878. Among the more early of these will be found a 3-centadreen "mauve" stamp, the colour of which might easily pass for purple, and which at the time was specially reserved for the seals of the high provincial officials; the lower officials using "red." Objection to the colour might therefore have fairly been raised, but Mr. Donovan says that "no complaint was ever made"; at the same time, it is worth noticing that this same shade was never used again. As to such abbreviations as "Chin. Imp. Post," so long as these were in the English language no Chinese authority would ever have raised objections. Abbreviations in official documents, which consist in the shortening of intricate Chinese characters by the omission of strokes, are forbidden by tradition and usage. It remains to add that the "Encyclopaedia Sinica," by S. Couling contains an exhaustive article on "The Chinese Post Office."

Mr. F. A. McKenzie, writing in the *Daily Mail* on "Japan's Wealth in London," says, "Some of the Japanese in London rank among the merchant kings of the world." He adds: "One feature of the Japanese colony here is the large number of military and naval men living in London and at the great centres. There is nothing sinister about this. Some of them are studying our methods; some of them are supervising the large purchases which the Japanese Government makes here. Some of the Japanese here have married English girls. So long as the wife remains in Europe all is well, but let her accompany her husband back to Japan and tragedy too often follows."

FRENCH WIRELESS TRIUMPH.

A WONDERFUL ACHIEVEMENT.

Dr. Austin, the American naval wireless expert, has paid a brief visit to London from Paris, in order to attend an international conference to allocate wireless routes among the nations. He was much struck by the rapid progress made in the erection of the new series of stations at St. Assize, which a company is erecting for the French Government. The foundations of the new stations were laid on January 9th last, and Dr. Austin says that they are already so far advanced that they will be operating in November. This he considers is a wonderful achievement. These new stations far eclipse any which exist in wireless to-day. The total power of the motors and electric generators is 10,000 kilowatts. The area of the works is 8,000 square metres and antennae will require 214 kilometres of wire, and the area of the stations is over 600 acres. These stations when complete will be capable of sending eight separate messages at the same time and of receiving seven, this latter figure being capable of subsequent increase to fourteen. The organisation will equal the capacity of fifty submarine cables laid between Paris and the capitals of the world, and it is estimated that 2,000,000 words can be transmitted in twenty-four hours. Altogether Dr. Austin does not share these optimistic estimates. The St. Assize stations are expected to transmit regularly up to 6,000 miles. Dr. Austin thinks that 4,000 miles is the limit of distance which can be relied upon for fairly regular communication. The approximate distance planned for stations in the Imperial chain is 2,000 miles. The purpose of the Paris Conference is to allocate to each nation its own wireless "time," so that only stations in harmony will be able to send and receive messages. It is a question whether the notes on the wireless gamut will be sufficient to go round.

BRITISH LEGION.

EX-SERVICE MEN'S AIMS AND ORGANIZATION.

The constitution as finally drawn up of the British Legion—the formation of which was the outcome of a long struggle for a united ex-service men's organization—states that the Legion is to be democratic, non-sectarian, and not affiliated to any political party. It is created to maintain a united and democratic comradeship among all who have served in His Majesty's Forces, so that neither their efforts nor their interests shall be forgotten; to perpetuate in the civil life of the Empire and the world the principles for which they fought; to inculcate a sense of loyalty to the Crown and the community; to promote unity among all classes; to secure peace and goodwill on earth; and to sanctify their comradeship by devotion to mutual service and helpfulness.

Towards these ends a constructive programme dealing with domestic, national and Imperial matters has been launched. Its aim is not only to affiliate all existing ex-service men's and women's associations, but benevolent funds, clubs, etc., and so make the Legion truly national and in co-operation with the United Services Fund to provide facilities for recreation and recreational education.

The Government, local authorities and other employers are to be pressed to give preference to ex-service people and, with the trade unions, are to be asked to co-operate in securing the fullest facilities for the training of ex-services men and afterwards placing them in skilled employment.

The Legion will encourage by financial and other means undertakings by ex-service men and women conducted on business lines. It is, out to secure the removal of the severely incapacitated from the ordinary competitive labour market by scientific and compulsory distribution among industries, and obtain special preference for all seriously disabled as regard travelling and admission to places of recreation and entertainment.

Its Imperial objects include the institution throughout the Empire of a national day of commemoration for those who fell in the war, and to press upon the Governments concerned the desirability of making such a day a general holiday.

All direct efforts for peace will be supported actively, primarily the League of Nations; but the defence of the Empire is to be kept in mind.

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CROWN LAND SALES.
YESTERDAY'S AUCTIONS.

246 BIDS FOR LOT ON NEW PEAK ROAD.

It must often have occurred to those who attend Government sales of land to wonder why the authorities, when inviting them to spend their thousands of dollars, do not receive them under more comfortable conditions. The sale yesterday afternoon gave an inkling of the reason. The proceedings lasted more than an hour, thanks mainly to nervous bidders; perhaps if the would-be buyers were comfortably seated, instead of being kept standing round a bench in a crowded little room, the sale would have lasted two hours.

PEAK BUILDING LOTS.

The sale opened with the disposal of Lot 189, at Craigmin Road, and lot 190, at Severn Road, the Peak. There was no competition for them and the first went to Mr. W. H. Bell, on behalf of the Asiatic Petroleum Company for \$5,500 and the second to Messrs. B. O. Baker and Allan Keith for \$1,375, the amount of the upset price in each case.

PERSISTENT BIDDING.

Mr. Parker Rees then put up Lot 2,354, consisting of 231,630 square feet of land on the new road from Gap Road to Bowen Road. The upset price was \$30,108. Mr. Ho Leung and Mr. U. Pui Nam had a protracted duel for this lot subject to occasional interventions from a third Chinese gentleman. The figure was put in round numbers at \$30,250, rose by fifties to \$30,300 and then by \$500 at a time to \$31,500. After this the competitors crept by \$100 bids through the intervening thousands until \$35,000 was reached. "I got \$36,000," said Mr. Ho Leung. Mr. U. Pui Nam was not to be tempted and maintained his \$100 pace for another thousand or two. At \$38,500 Mr. Ho Leung made another spurt to \$40,000; his opponent bid \$39,100. Mr. Ho Leung responded with \$40,000 and then \$41,000 after another \$100 addition by Mr. U. With occasional \$500 bids the price crept up into the fifty thousands, then by hundreds at a time the sixty thousands were reached. Between the figures of \$39,000 and \$48,000 81 bids were made. At \$48,400 there was a pause but gradually the price crept up to \$49,000; then to \$49,500, then \$50,000. The third bidder intervened here with \$70,100; Mr. U. took the call with another hundred and so the figure rose to \$70,500. "Going, first time," said Mr. Parker Rees. There was no response. "Going, second time." In dashed one of the competitors with another hundred. Mr. U. took the price to \$70,700 and Mr. Rees was just about to clinch the bargain when another \$100 was offered. This was too much for Mr. U. Pui Nam. "I got \$70,800," he declared, amid something of a sensation. There was no further competition and Mr. U. had the distinction of making the highest single increase in the bidding during the afternoon, namely \$9,200. Altogether the auctioneer had taken 246 bids for this lot. The purchasers with Mr. U. were Messrs. Chan Pin Chuen, Ho Wah Tong and Tang Koo Sang. The conditions allow of building 25 houses on this lot.

KEEN BIDDING FOR A SHAUKIWAN LOT.

Lot 2,355 and 2,356—land in Shauiwan—were offered for a sale together, at an upset price of \$19,133. Mr. H. W. Bird, on behalf of Mr. Chan Harr, bought this after considerable competition from a Chinese gentleman. The bids advanced by \$500 to \$24,000 and then by thousand dollar stages to \$36,000. At this point a third party caused some little amusement by making a bid \$20 more. The \$1,000 increases were resumed until \$39,000 when \$39,020 was from the quarter just referred to. Then, by two and five hundreds, \$45,000 was attained; \$46,000 and \$47,000 followed immediately; the \$20 addition was repeated and the score went quietly, by hundreds, to \$50,000, with occasional \$20 interventions. At \$50,300 Mr. Bird was the purchaser.

MORE PEAK LOTS.

Mr. Adams, of Messrs. Little, Adams and Wood, bought Lot 191 for \$1,420 and Mr. F. C. Jenkin acquired Lot 192 for \$1,418, the amount of the upset price in each case. Both plots are on the Peak, off Severn Road.

DUTCH EAST INDIES TRADE DURING 1920.

General inflation of prices in the first six months of the year, followed by a serious depression are described as the two factors principally affecting the Netherlands Indies trade in a survey of the economic position in the Far East during 1920 issued by the Nederlandse Handelsmaatschappij. The report, which is of considerable length, goes on to state that the depression overtook commerce and agriculture at a time when it was believed that the existing flourishing condition would be of a lasting nature, so that no preparations had been made for the sudden change. The floating debt of the Netherlands East Indies rose considerably in 1920. Nevertheless, the Government did not seem to consider it advisable to consolidate that debt by a fresh loan. In November, however, it issued to private persons 4 per cent. Treasury notes, running for one year. Compulsory Government coffee planting which in the beginning of the year still existed in Passeroan, was in the course of 1920 abolished altogether. The results of agriculture in 1920 were not so good as were expected from the prospects at the end of 1919. Those products which had sold before being harvested suffered least from the general depression. —Netherlands-Indies Review.

MISTRESS AND SERVANT.
STORY OF A FIND ON BANK HOLIDAY.

A curious case came before Mr. G. N. Orme at the Magistracy, yesterday, when a Chinese woman and her amah were charged with "larceny by finding."

According to a statement to the Bench by Divisional Inspector Brown, the amah came to Yaumati Police Station on the day after the public holiday bringing with her a watch and chain and \$13. She said she and her mistress were in Taihong Village on the previous day and they found a watch and chain with appendages in the form of two mounted gold dollar pieces. She proposed taking it to the police station but her mistress said, "No, give it to me." The next morning her mistress gave her back the watch but a copper chain had been substituted, meanwhile, for the gold one. The Inspector added that the appendages were traced to a money changer's shop in Wanchai, where they had been disposed of for \$28.

After the person who lost the chain and the money changer had given evidence, Mr. Leo D'Almada, who represented the amah asked for her discharge on the ground that no evidence had been produced against her.

Inspector Brown: If the amah had got what she thought her reasonable share of the proceeds we should never have heard anything about the find.

The Magistrate: It seems to me the proper charge against the mistress is that she pawned the jewellery unlawfully.

Mr. F. E. Nash, who represented the mistress, put his client in the witness-box. She said she did not go out on Monday afternoon but the amah went out with the baby. "Next day," said the woman, "I was given two gold coins to change."

"Who by?" asked Mr. Nash.

"By the amah," said the mistress.

"I got \$28 for them. I returned to the house and handed over the money to the amah. She gave me \$13. I asked her how she came into possession of the gold coins; I omitted to ask her before as I was in a hurry. She said she picked them up with a watch and chain. I said, 'It is against the law; I shall take you to the police station then.' She was afraid I might go against her," concluded the mistress, "so she cut in before me."

At this point the Magistrate discharged the amah, remarking that the evidence of the mistress had not further incriminated her.

Mr. Nash submitted that there was no evidence against the mistress of larceny. The Magistrate thought the evidence did not go further than unlawful pawning.

"Mr. Nash did not think the woman could defend herself against that charge, except that the Magistrate would have to consider whether the woman was entitled to believe that the coins belonged to the amah."

The Magistrate thought it unlikely and remarked that the mistress had not behaved well throughout.

Inspector Brown mentioned a point "but had been rather overlooked; that the mistress went to a money changer's, not a pawnshop."

The Magistrate: Quite right. I overlooked that point.

Inspector Brown suggested amending the charge to unlawful possession.

The Magistrate: That involves the question—what title she believed the amah to have.

Inspector Brown suggested "receiving well knowing the articles to have been stolen."

The Magistrate: I had better leave it over to consider the point.

The case was accordingly adjourned.

ALLEGED FORGED BANK NOTES.

SMALL NOTES ON THE BANQUE DE L'INDO CHINE.

Discovery of apparatus for printing notes on the Banque de l'Indo Chine at a house in Yaumati led to charges, before Mr. G. N. Orme, at the Magistracy, yesterday afternoon, against two Chinese named Chiu Shing, printer, and Ip Yim, a cook, of 108, Portland Street, Yaumati.

The defendants were charged on three counts: (1) that, on October 13th, they did feloniously use certain stone slabs for printing notes of the Banque de l'Indo Chine; (2) use or have in their possession stone slabs for impressing upon paper figures resembling bank-notes; and (3) having an unregistered printing press.

Mr. G. G. N. Tinson prosecuted and Mr. R. E. Webster defended.

Mr. Tinson explained that a police raid was made on the night of October 13th when the printing apparatus and some partly printed banknotes were found.

The second defendant was arrested and detectives were left there who, later the same night, arrested the first defendant, in whose name the floor was rented.

Divisional Inspector Brown described the police visit and mentioned the discovery of partly printed ten-cent notes on the bank. He produced, also, a packet of such forged notes which were alleged to have been circulated.

After further evidence had been called, the hearing was adjourned.

CABLE COMPANIES' DIVIDENDS.

Eastern Extension Australasia and China Telegraph—Int. divd. for three months ended June 30th 6s. per share, payable, free of tax, October 15th. Last year the same.

Eastern Telegraph—Second quarterly int. divd. 2s. per cent. on ordinary stock, free of tax, in respect of year ending December 31st. Last year the same.

OUR TRADE IN CHINA.
SIGNIFICANT FIGURES.

NEED OF THE "OPEN DOOR."
(BY R. LENOX SIMPSON (ADVISED TO THE CHINESE GOVERNMENT) IN THE "DAILY TELEGRAPH.")

I must repeat in the strongest manner possible my categorical assertion that Britain's only interest in China is commercial, and that everything that strengthens that interest in good and everything that weakens it is bad. Keeping this axiom always in view, let us see what the position to-day is.

Regarding the statistics of the China trade, this is an old disputed point, owing to the special circumstances which necessitate the rendering of the returns in an unusual way. In an estimate I made recently regarding this matter I stated that in 1921 I expected the total of \$3,000,000,000 to be reached—that figure being the gross value of the trade of all the open ports—which, in the language of the Chinese returns, is called "Value of the Whole Trade of China." The amount in 1920 was 1,700,000,000 taels or \$2,350,000,000. I expect a large increase in the total for the present year, basing that estimate on what the first six months have shown. If we take the direct net foreign trade alone, the total is smaller; but the figures are delusive, first because the declared values, both where they are specific or ad valorem duties charged are at least 20 per cent. below market value; secondly, because re-exports are deducted from all totals; thirdly, because the so-called trade of China should include all the trade taxable by the Customs. This covers all steamship-borne commerce entering and leaving treaty ports.

In the matter of revenue—all revenues under the supervision of the Inspector-General of Customs must be included in the total, i.e., so-called Native Customs collected on Junk traffic when these Custom houses are directly controlled. The total for 1920 was \$82,000,000. The 1921 figure will approach \$100,000,000, because import and export duties are yielding a large increase under the revised import tariff and stricter export valuation. Even now, however, the specific tariff, which should be based on 5 per cent. ad valorem, works out in many cases only to 3 per cent. or 4 per cent. That is why China has just requested the revision of the tariff up to an effective 5 per cent. in terms of an arrangement made two years ago. An effective 5 per cent. would bring the revenue well over \$100,000,000 at once. It may be of interest to state in view of the questions asked in Parliament on August 10th concerning the Mackay Treaty, that the application of the principles of that treaty, with the abolition of likin, i.e., a consolidated 13 per cent. import tariff and a 7 per cent. export, would bring the total Customs' revenues to about \$140,000,000 a year, irrespective of the vastly increased turnover which free trade with the territories of the Republic would automatically guarantee.

CHINA'S FOREIGN TRADE.

China's foreign trade is small in relation to her population, not because of conservatism in the past, or inefficiency of the present Government, but because of the fiscal system, which, should have been modified eighteen years ago, as laid down by the Mackay Treaty, but regarding which nothing has been done. With the country broken up into small trade areas, China presents the same difficulties to-day as Germany did before the German Customs Union was devised and the taxation of the petty principalities abolished. As is well known, it is only from that time that Germany's rise as a great trading Power became noticeable. The issue, therefore, is to free trade from the crippling restraints of an antiquated system, and thus release the natural forces which will make for a great increase. The ruling class in a country's of not much importance compared with economic factors; for when the time is ripe for the removal of hindrances, rulers, like people, either adapt themselves to new conditions or disappear. With a trade capable of being expanded at least one or two hundred per cent. during the next decade, the question of fully preserving the "open door" becomes important. The "London Journal of Commerce" has done the community an important service by publishing in its issue of August 12th the statement made by the Japanese Premier in the Japanese Diet that the Powers had acquiesced in the abolition of the "open door" in Manchuria. The British Government denied in Parliament any knowledge of this report, and no doubt the matter is being investigated. But in view of the issues raised, the following figures are important. The value of the trade of Manchuria in 1920 was as follows:

Dairen	204 million taels.
Newchwang	43 "
Antung	63 "
Harbin	11 "
Aigun	" "
Sansing	24 "
Manchuli	" "
Suifuho, etc.	" "
	348 "

or Chinese \$922,000,000, or 270,000,000 at the present price of silver, and \$20,000,000 at last year's price. The value of the whole trade of China in 1920 was 1,700,000,000 taels, or \$2,350,000,000. Therefore, Manchuria accounts for almost precisely 20 per cent. of the trade of China. Now, if it were possible for any one Power to lop off at one blow such a percentage of Chinese trade, the process would do doubt be repeated in the future elsewhere, and then all hope of the vast general trade everyone confidently awaits would disappear. Manchuria is just as Chinese as the rest of the Republic, there being 23,000,000 Chinese to about 70,000 Japanese residents, including the leased territory. The necessity of preserving all (Continued at foot of next column.)

TROUBLE IN A HOTEL.
TWO ROOM BOYS' CLAIM FOR WAGES.

The summonses against Mrs. Cameron, proprietress of Carlton Hotel, for arrears of wages again came up at the Magistracy yesterday. The two complainants, who were room boys lately in the employ of Mrs. Cameron, each claimed for 53 days' wages. Their wages were \$8 a month each, but they alleged they had been paid only \$7.70 every month, attendant deducting thirty cents as insurance against breakage of household articles in the hotel.

The evidence of the complainants showed that on the morning of the 23rd ult. they were called downstairs to work in the drawing room by Mrs. Cameron at 4.45 a.m. Mrs. Cameron scolded them while they were at work for being late and pushed one of them for the alleged unsatisfactory manner in which he worked. The other complainant was ordered to climb a ladder to clean the electric light in the room, and after he had removed the shade Mrs. Cameron (complainant alleged) struck him in the back with the stick of a bamboo. The blow caused him to drop the shade which broke to pieces. Defendant demanded compensation—and, when complainant refused, turned him out of the hotel and dismissed him with the other complainant. Before complainants left the hotel they produced all the blankets of the rooms in their charge for defendant's inspection and asked her for their pay for the month of August and up to September 23rd. Mrs. Cameron, complainants said, alleged there was a big shortage in the blankets that were returned and therefore refused to pay them. Mrs. Cameron stated in her defence that complainants' statements were sheer fabrication on their part. Knowing that they had to return all the blankets in their charge soon in view of the approaching winter and feeling they could not do so because they had taken some away from time to time, complainants brought a trumped up case against her as an excuse to leave her service. She never laid her hand on either of them, nor had she dismissed them. Complainants did not begin to work in the drawing room until some time after 11 a.m. on the 23rd. The complainant who broke the electric shade threw the article deliberately on the floor because he was angry at having to clean it.

In reply to the Magistrate (Mr. R. E. Lindsell) defendant said she had always told the complainants to clean the light because the colliers were not so reliable. The blankets were kept "in the rooms which were looked after by defendants when they were not used because there was no store-room."

Mrs. Cameron showed the magistrate a book containing entries of blankets issued to the different rooms in the charge of complainants.

The Magistrate said to defendant that if she wanted to prove her allegation of shortage of blankets she must not keep her book in a shipshod way. He was not satisfied with the entries. His Worship dismissed the summonses taken out by the complainant, who broke the electric light shade which defendant said was worth \$25. He did not believe the cause of breaking the shade ascribed by complainant.

His Worship said there was no conceivable evidence of shortage of blankets. There might have been a shortage or there might not have been. He could not accept the evidence. Although there was no proof of assault, it seemed that defendant got angry and told the other complainant to get away. Defendant was ordered to pay the 53 days' wages to the other complainant, which amounted to \$13.60.

BANQUE INDUSTRIELLE DE CHINE.

The Agence Economique et Financiere announce that M. Bourcier, Saint-Chaffray, Dapples, Grandjean, Kahn, Ogier and Ondot have resigned from the Council of Administration of this bank, which they had joined at the beginning of the year. Their withdrawal is explained by the fact that the affairs of the Banque Industrielle are entering upon a new phase. It has just obtained the benefit of the "reglement transactionnel" and its future operations will be carried out under conditions laid down by the law, and a plan of reorganisation, receiving the support of the Chinese Government, is at present time being examined by an important group. Under these circumstances the retention on the Council of representatives of the institutions which had originally intervened is no longer needed.

Chinese territory on an equal status has transcendent importance. The 23,000,000 Chinese customers in Manchuria are as important as 23,000,000 in the Yangtze Valley. It is imperative for the commercial community to keep a watchful eye on the political scene, and to insist that all territory within the geographical limits of the Chinese Republic shall be identically considered.

Regarding the British share of the trade, these final figures are important. Of the total tonnage engaged in the carrying trade from and to foreign countries and between the open ports of China, British ships accounted in 1920 for 40,000,000 tons out of 104,000,000 tons, which exceeds the highest figure yet recorded, and may be compared with the Japanese total of 28,000,000 tons. It shows complete recovery from the effects of the war. The actual value of the trade is harder to state, because everything to and from Hongkong is counted as British in the returns. But on this basis the British Empire is still easily ahead of Japan, the tendency being, as in the case of shipping, towards an improved position in almost all classes of goods, not excluding the important item of cotton manufacturers of all kinds.

DURING THE WINTER SEASON WE STOCK A LARGE SELECTION OF SWEETS, FONDANTS AND BON BONS.

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CLARINCO TOFFEES
MINT HUMBUGS
CREME de MENTHE
CREAM CARAMELS
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NEW ADVERTISEMENTS

NOTICE

NO BILLS against THE MINERAL WATER FACTORY, 2nd Wiltshire Regiment, will be recognized unless the orders are signed by the President of the Mineral Water Institute.

C. A. L.A.W. Major,
2nd in Command, 2nd Bn. Wiltshire Regt.
President Mineral Water Institute.
2nd Bn. Wiltshire Regt.
Hongkong, October 17th 1921. 1615

MACDONALD & HUNTER.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between DONALD MACDONALD and ROBERT HUNTER, carrying on business as Consulting Engineers and Surveyors at Victoria in the Colony of Hongkong and elsewhere under the style or firm of MESSRS. MACDONALD & HUNTER has been dissolved as from the first day of July, 1921, so far as concerns the said DONALD MACDONALD, who retires from the said firm as from that date. ALL DEBTS due and owing by the said late firm will be received and paid by ROBERT HUNTER who will continue to carry on the said business under the style or firm of MESSRS. MACDONALD & HUNTER.

Dated this 15th day of October, 1921.
DONALD MACDONALD.
ROBERT HUNTER.

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held in the Pavilion on TUESDAY, 22nd OCTOBER 1921, at 5.30 p.m. for the purpose of authorizing the issue of Debentures under the new Articles of Association.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hongkong, October 17th 1921. 1615

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TELEMACHUS"
FROM NEW YORK.
are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hols' Wharf. The Cargo will be ready for delivery from Godown on and after 17th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 24th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 17th 1921. 1617

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"MACHAON"
are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hols' Wharf. The Cargo will be ready for delivery from Godown on and after 17th Oct.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 17th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 17th 1921. 1618

TO LET.

GODOWN at Yau-mai.
For particulars apply to—
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1146

TO LET.

GODOWN at San Shui Po near Cosmopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ore, etc. Marine Lot, approach either from land or water side.
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TWO FURNISHED ROOMS with Bath, Room and Pantry. Use of Kitchen. Higher Level.
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c/o Daily Press Office.
16111

INTIMATIONS

NOTICE

THE ROYAL HONGKONG YACHT CLUB
NOTICE IS HEREBY GIVEN that the SEVENTEENTH ANNUAL GENERAL MEETING of Members will be held at the Club House, North Point, on FRIDAY, 21st October, 1921, at 5.30 p.m.

By order,
ROBT. E. MACDOUGALL,
Hon. Sec. & Treasurer.

1606

NOTICE

ROYAL HONGKONG YACHT CLUB.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the Club House, North Point, on FRIDAY, 21st October, 1921, at 8.45 p.m. to consider, and if thought advisable, to raise the Entrance Fee to \$25.

By order,
ROBT. E. MACDOUGALL,
Hon. Sec. & Treasurer.

1607

BRITISH LEGION.

CABARET DANCE.

THIS DANCE will be held in the St. George's and St. Andrew's Halls of the City Hall on FRIDAY, 4th NOVEMBER, 1921, at 9.15 p.m.

Tickets, which will include light refreshments, will be \$4.00 per person.

As the accommodation available is strictly limited, members wishing to attend should send their names, together with the names of their guests, as soon as possible to the INVITATION COMMITTEE.

c/o
MR. A. G. LAMPLUGH,
Union Insurance Society of Canton, Ltd.
1608

NEW FRENCH LOAN.

CREDIT NATIONAL.

Issue of Bonds Fr. 500.
Interest 6%, free from income tax.
Price—Fr. 498.50 net.

Interest payable every 6 months from 1st May, 1922.
Reimbursement by 4 yearly drawings comprising 7,200 francs amounting to Fr. 13,000,000.

For subscription apply to—
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NOTICE.

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CURIOS, SILK GOODS, IVORY AND SILVER WARE CHINA, BRONZES, FURNITURE, ETC.

The complete Stock must be cleared before the end of NOVEMBER.

KOMOR & KOMOR
Alexandra Building.
1612

G. B.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in duplicate, which should be clearly marked "TENDER FOR THE SUPPLY AND DELIVERY OF STORES," will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 3rd day of NOVEMBER, 1921, for the supply and delivery of the following Stores required by Government Departments during the year 1922—

Ironmongery, Household and Sanitary Utensils, Brushes, Tools, Lamps, etc.
Agriculture, Rubber, Leather, Packings, Ropes, etc.

Clothing, Drapery, Haberdashery, etc.
Bamboo and Cane Goods, Firewood, etc.
Dysaluteries, Oils, Paints, Varnishes, etc.
Lubricating Oils
Kerosene and Motor Spirit.
Electrical Stores.

Wrought Iron Pipes and Fittings, Brass Taps, etc.
Iron and Steel Bars, Plates, Angles, Brass Copper and other Metals
Iron and Brass Castings—Manufactured Ironwork, etc.

Timber.
Bricks, Cement, Lime, etc.
Each of the above is a separate and distinct tender. Tenderers may quote for any one or more or all of the above lists, and any one or more or all may be accepted or rejected in whole or in part by the Government.

Each Tenderer must produce with each tender a receipt that he has deposited in the Colonial Treasury the sum named on this respective tender form as a pledge of the bona-fides of his tender, which sum shall be forfeited to the Crown should the Tenderer refuse or fail to carry out, to the satisfaction of the Government, the whole or any portion of the respective tender or tenders which may be accepted. The deposit will be returned to any Tenderer whose tender is not accepted.

For forms of tender and further particulars apply at this Office.
The Government does not bind itself to accept the lowest or any tender.
T. L. PERKINS,
Director of Public Works.
Hongkong, October 14th, 1921. 1612

INTIMATIONS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE

THE Steamship "YATSHING"
having arrived from the above ports, Consignees of Cargo by Her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th Inst. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, October 15th, 1921. 1608

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THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mail, will be despatched from this Port on or about THURSDAY, the 20th OCTOBER, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 8 a.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, October 4th, 1921.

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11

MARRIAGE.

WELLS-BRYSON.—At Folkestone, September 8th, ROY WILLIAM WELLS, of Shanghai, to Rhoda Isabelle BRYSON, of Shanghai, widow of Capt. Thomas Lees Bryson.

HONGKONG OFFICE: 10A, DES VOGES RD., O. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 18th, 1921.

A RAILWAY POLICY FOR CHINA.

A "Railway policy for China" has been recommended to the Government by an Association or Committee comprising representatives of the Ministry of Communications, the various trunk railways of North China and the Chinese Railway-men's Association. The governing principle of the policy which is formulated in a long series of resolutions is the avoidance of the possibility of China being "bound hand and foot by foreign capitalists." In its first resolution the Association approves of "joint international capital," (meaning Chinese and foreign capital) for the development of the railway system of China, but, noting current rumours, they "strongly oppose international control of the administration of the railways." They insist that there shall be effective unification and consolidation of all railways "by act of the Chinese Government," free of any outside pressure or interference. As regards the furnishing of capital, the memorial demands that Chinese bankers' associations shall enjoy rights and privileges similar to those conceded to the Consortium, and that they shall be perfectly free to invest capital independently of the foreign banks. So far as we know, no objection has ever been offered to this from any source whatever. The Consortium are not "thrusting their money on China; they simply offer financial assistance to China for railway development or industrial enterprise in any other form on conditions which ensure the proper expenditure and protection of the money advanced. If Chinese bankers are prepared to furnish the necessary capital no

foreign financial group has the power or the desire to deny their right to do so. Another resolution requires that "the Chinese Government shall be at liberty to purchase or redeem the railways in China, built and controlled by foreigners, either by raising Chinese capital or by a loan from the Consortium." It should hardly be necessary to tell a body of experts that the terms and conditions of redemption are embodied in the railway agreements which it is the bounden duty of the Government to faithfully observe. These resolutions seem to be based on the idea that there is unlimited capital available in China itself for the redemption of

foreign railway loans as well as for new construction, and the reader can only be surprised that so little of it has hitherto been forthcoming for such purposes, and that there are, in fact, at the present time so many important railway projects hung up through lack of necessary capital. What is the use of demanding that "China shall be at liberty to raise new loans with any banking group without restriction by the Consortium?"

The experts who formulated this railway policy must be fully aware that the agreement by which the groups of foreign bankers forming the Consortium are bound make such a demand, as this wholly impracticable. Nevertheless, it is plain that the Association all the time recognised that if there is to be development the assistance of the Consortium is indispensable, and it is rather curious to find in these suggested rules and regulations which aim at minimising to the utmost the control of the foreign investor over the capital he furnishes, it is provided that in the event of railway revenue being diverted to any other than railway purposes, "the Consortium shall have power to veto such diversion." The Commission doubtless had in mind the recent seizure of the railway revenues in the Yangtze region by General Wu Peifu as a ready means of meeting, in part, the expenses of his military campaign, other means of obtaining money for the purpose having previously failed. We do not know what use this power of veto would be to the Consortium against the lawless acts of an army which is either beyond the control of the Government or is retaining the railway revenues with the Government's secret approval. All that can be said of it is that it is a very convincing illustration of the fact that if large funds are to be provided by the Consortium for railway development or any other purpose, it is essential to the security of the bond-holders, that the Consortium should have large powers of control. With the principle of non-interference in the administration of the railways there is, in the abstract, the fullest sympathy, but the Consortium cannot

"afford to disregard the obvious weakness and shortcomings of the Government in China and furnish capital without such guarantees as they may deem adequate for its proper expenditure and future security."

The surtax on Chinese telegrams to the province of Kwangtung imposed for famine relief has been discontinued.

The forthcoming marriage is announced of Mr. J. H. Scott, manager of the local branch of Mutual and Company, Hongkong, to Miss Dorothy Tilling, en route by the s.s. Sonoli.

The dissolution of the partnership between Messrs. Donald Macdonald and Robert Hunter, consulting engineers and surveyors of Hongkong, is announced. Mr. Donald Macdonald has retired.

At the Helena May Institute to-day at 5.30, the Rev. J. Kirk Macdonachie will give an address on "Christian Citizenship of Women." At 6.15, the Hon. Mr. H. E. Pollock will preside at a meeting to discuss the best means of carrying into practical effect the ideas which were suggested by Dr. Hodgkin. The meetings are open to all.

A correspondent draws attention to the "Official Bulletin" of Melville, Glyn & Co., of Paris and Geneva. In this, French and Belgian premium bonds are quoted at prices which do not suggest that the firm, who carry on business as stock and share dealers, are philanthropists. For example, they offer to purchase French Credit Foncier Six and a half per cent. Loan (1921) at the rate of 215 for 500 francs. At the exchange value of 500 francs at the moment is about 210, it would seem either that the stock is at a premium or that the broker's commission is unusually high.

Telegraphic news has been received that the French Government has conferred upon the Rev. Father Robert, Procurator of the Societe des Missions Etrangeres, in Hongkong, the distinction of Chevalier de la Legion d'honneur, in recognition of the valuable services he has rendered to France during his sojourn of more than thirty years in the Far East. Father Robert hurriedly left the Colony last week for the north of France, where he is connected with the same Mission as himself.

The Rev. G. F. Saywell, lecturer and chaplain of Christ's College, Cambridge, has taken over the superintendence of the Far East Group of C.M.S. Missions.

News has reached Peking that Sir John Jordan may go to Washington with the British delegation in the capacity of an adviser in regard to Far Eastern problems.

A grass fire occurred in Kowloon City on Saturday afternoon and destroyed about one acre of grass and 20 young pine trees. The fire is supposed to have been due to a smoker's carelessness.

The Manila Railway (1906) has declared a dividend of 3 per cent. on preference and 5 per cent. on ordinary shares; balance forward \$8,788. This is the first fruits of the reorganisation of the company.

Mr. Charles Crane, late United States Minister to Peking, and Mr. Thomas Millard, of Shanghai, arrived at Paris in September after their adventurous journey through Siberia and Soviet Russia.

The Hon. Treasurer of the Hongkong Women's Guild and Ministering Children's League acknowledges the receipt of donations of \$150 and \$100 from Sir Paul Chater, \$150 from Mr. Montagu Eds, and \$50 from the Hon. Mr. A. Stephen.

President Sun Yat Sen left Canton by gunboat on Saturday evening for Hanoi and Nanning. At the latter place he will have a conference with General Chen Chiung-ming, and will afterwards proceed to Kowlin. Dr. Sun had a great send-off from Canton, including a "Presidential salute" of twenty-one guns.

The marriage of Mr. Guy Shepley Shepley, 3rd (Prince of Wales) Dragon Guards, only son of Mr. R. Shepley Shepley, Trequahin, Balmuccellan, Scotland, and of Torkington, Cheshire, and Eileen, second daughter of Mr. and Mrs. Frank Newcomb, of Shanghai, was to take place at St. Paul's Church, Knightsbridge, on 15th September.

A gang of contractors' coolies were removing boulders from the hill side near Coddit Road when a large rock weighing about 3 cwts. slipped from a sling and rolled down the hill, smashing through a matchbox used as a cook-house and crushing a youth to death. It was some time before the body could be extricated. The matchbox was only saved from catching fire by the prompt action of workmen who soaked the matting with buckets of water.

The King has been pleased to grant permission to the undersigned to wear the following decorations, which have been conferred in recognition of valuable services rendered:—Conferred by the President of the Republic of China—Order of the Excellent Crop (Sixth Class); Dr. N. H. Bolton, M.D., Medical Officer, Shanghai-Nanking Railway. Order of the Striped Tiger (Fifth Class); Mr. R. J. Gould (for services in connection with the Chinese Labour Corps in France).

The late Dr. Luke Yew, of the Straits Settlements (a benefactor of the Hongkong University)—left property which was valued at \$20,000,000 (Straits Currency) at the time of his death. The Judicial Commissioner's Court was occupied last week in hearing the arguments of counsel regarding the effect of the will. It was stated in an affidavit that the testator made no provision for any of his daughters, and the whole estate, it was understood, is distributable between his sons.

Manila papers report that the office of Messrs. Thos. Cook & Son at Manila is to be closed on December 1st. It is understood that the Government support which the Philippine Government has been giving Messrs. Thos. Cook & Son, as an inducement to maintain an office in Manila, has been withdrawn, in pursuance of a policy of retrenchment in public expenditure—and that the rental of the office at the Manila Hotel has been substantially increased. Mr. J. E. Dye, the local manager, has explained that it is the policy of the firm to close offices which are not paying their way. General Thos. Cook & Son have done a great deal in the matter of introducing tourists to the Philippines since they opened an office in Manila in 1913.

The Dairy Farm Ice & Cold Storage Company, Ltd., has published a handsome brochure giving an interesting history of the company from its inception to the present time. The purpose of the brochure, as it is stated in the "Foreword," is to convey to the ever-growing clientele of the Company who are not residents of the Colony some idea of the Company's undertakings and at the same time to be "a small tribute from the Company to the wisdom, foresight, energy and pluck of the pioneers of an enterprise which has attained dimensions and success far surpassing their most sanguine anticipations." Besides pictures illustrating various branches of the Company's activities there are portraits of Sir Patrick Manson (the Father of the Dairy Farm Company), Mr. James Walker, who for so many years managed the Farm, Mr. A. Stevenson, his successor, Dr. J. W. Noble, under whose guidance the Company weathered its severest trials, Mr. M. Manuk, the Secretary, and the Hon. Sir C. P. Chater, C.M.G., the Rev. Fr. Robert, Mr. J. Scott Harston (the present Chairman of the Company), Mr. L. N. Lee, Mr. F. Maitland and Mr. W. S. Brown, who are now or have recently been on the Directorate.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

October 17th, 2 p.m.
Cyclone or typhoon S. of the Bonin Islands, moving W.N.W. or N.W.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]FUTURE OF PHILIPPINES.
GENERAL WOOD'S INAUGURATION
SPEECH.

MANILA, October 17th.

Speaking at his inauguration as Governor-General of the Philippines, General Leonard Wood said that he intended to establish a policy of efficiency, economy and morality, with a view to popular Government to the fullest extent embodied in the Jones Bill.

IF WASHINGTON CONFERENCE FAILS.

NEW AND POWERFUL FAR
EASTERN FLEET.

LONDON, October 17th.

The Daily Express understands that the British and Dominions Governments agreed during the Imperial Conference that if the Washington Conference failed to result in an understanding regarding the Pacific it would be necessary to establish a new and powerful Far Eastern fleet, the strategic headquarters of which would be at Singapore. The Express adds that the new fleet, if it comes into existence, will be the joint concern of the Dominions and Britain.

SITUATION IN BELFAST.

MURDERS AND THREATS.

LONDON, October 16th.

Messages from Belfast continue to report desultory firing in the streets. Young Protestant Shipyard Workers were found murdered on Saturday evening, while an official communiqué mentions two further minor affairs on Sunday. Order was restored on the arrival of Crown forces.

The communiqué adds that a number of threatening letters have been served on Protestants, giving them 48 hours in which to quit their homes or be bombed.

THE SILESIAN QUESTION.
RECOMMENDATIONS ENDORSED BY
AMBASSADORS' CONFERENCE.

PARIS, October 16th.

The Ambassadors' Conference has accepted the recommendations of the League of Nations relative to Upper Silesia. Details of their execution will be discussed to-morrow.

The Geneva award was notified to the Allied High Commission at Oppeln.

"EASTERN ADMIRAL'S"

MISHAP.

ALEXANDRIA, October 17th.

The steamer *Eastern Admiral*, which recently broke down 16 miles from Alexandria, has arrived.

DR. WELLINGTON KOO.

RETURNS TO LONDON FROM
PARIS.

LONDON, October 17th.

Dr. Wellington Koo has returned to London from Paris.

AUSTRALIAN LABOUR.

WANTS COMMONWEALTH TO BE
SUPREME POWER.

LONDON, October 17th.

The Times' correspondent at Melbourne states that the Interstate Labour Conference passed a resolution in favour of making the Commonwealth the supreme governing authority in Australia, with unlimited powers, the States having only such functions as the Commonwealth confers. The resolution provides for the abolition of the Senate and also for vesting the final jurisdiction of all causes in the High Court and for disallowing acceptance of Imperial honours by Australian citizens.

VALUABLE STAMP
COLLECTION.

REALISES THREE AND A QUARTER
MILLION FRANCS.

PARIS, October 16th.

The sale of the celebrated Ferrari collection of stamps has been concluded at Paris, and has yielded a total of 3,271,937 francs. The highest price given was 115,000 francs for an unused block of six 1913 double Centimes.

DISORDER IN EGYPT.
NATIONALIST LEADER'S TRIP.
LEADS TO SHARP FIGHT.

LONDON, October 17th.

The trip of Zaglul Pasha, the Nationalist leader, up the Nile led to a short but fierce fight at Assiut between Zaglulites and supporters of the Prime Minister, Adly Pasha. Sticks and stones were used and a shot was fired from the crowd whereupon the police fired several volleys in the air and the crowd scattered. Twenty-one were injured of whom one subsequently died. Order was restored in the evening. Zaglul was not allowed to land, but he made a speech from the steamer counselling the people to disperse quietly.

Considerable crowds had assembled at Sohag, in Upper Egypt, to welcome Zaglul, but owing to the possibility of disorder the reception committee, after consulting the authorities, met the steamer and advised Zaglul not to land. Zaglul accordingly abandoned his visits to Sohag and Girgeh.

ASSASSINATED IN MOSCOW.

SECRETS TO A POLISH
COMMISSION.

WARSAW, October 17th.

Frankiewicz, secretary to the Polish Repatriation Commission has been assassinated in Moscow.

WIRELESS TELEGRAPHY.

HIGH-POWER INSTALLATION
ON P. & O. STEAMER.

LONDON, October 17th.

A message from Capetown states that the Peninsular and Oriental steamer, *Baradine*, with high-power wireless aboard, has been in constant direct touch with Bordeaux during her voyage from England to Capetown. She has also distinctly heard Annapolis and San Francisco.

PARIS, October 16th.

An important international agreement, providing for co-operation in the full development of scientific and technical improvements of wireless services throughout the world, has been reached by the four principal wireless telegraph companies of the British Empire, France, Germany and the United States. It includes an arrangement which will prevent the wasteful use of the relatively few wave-lengths available for long-distance communication.

VOTE OF CONFIDENCE IN
GREEK PREMIER.

VISIT TO PARIS AND LONDON.

ATHENS, October 16th.

The Chamber, by 227 votes out of 240, passed a vote of confidence in the Premier, M. Gounaris, who, with the Foreign Minister, M. Baltazis, accordingly embarked on a destroyer to-day for Brindisi en route to Paris and London to explain the views of Greece in regard to Asia Minor to the Governments of the Powers.

ENEMY IGNORE "THE SELF-
STYLED GOVERNMENT OF
CONSTANTINOPLE"

The Chamber was packed and there were large crowds outside. M. Gounaris' speech was frequently applauded. He stated that Greece now occupies six times as much territory in Asia Minor as provided for by the Treaty of Sèvres, but, despite undoubted Greek superiority, the enemy has refused to submit. Referring to the action of the "self-styled Government of Constantinople," M. Gounaris considered that the real Turkey was the Government of Ankara, and said Greece held a mandate from the three great Powers in Asia Minor, but a more complete entente with these was necessary.

M. Gounaris and Baltazis will also visit Rome.

THE DISTURBANCES IN INDIA

GREAT OFFENSIVE IMPENDING
AGAINST THE REBELS.

BOMBAY, October 16th.

A message from Malabar states that a great offensive against the rebels is expected to begin almost immediately.

DRASTIC METHODS DECIDED
UPON.

SIMLA, October 16th.

A Martial-Law Ordinance has been promulgated providing for the constitution of military courts to try certain offences in the martial law area, including the commission of acts calculated to interfere with the success of military or police operations and communication to the rebels of information in regard to the movements of troops. The Police courts will consist of first-class Magistrates or Sessions Judges with powers similar to those of a summary general court-martial, but death sentences will have to be confirmed by the General commanding the district.

THREATENED U.S. RAILWAY
STRIKE.

ABSENCE OF PUBLIC SYMPATHY.

NEW YORK, October 16th.

It is anticipated that if the threatened railway strike eventuates over half a million will cease work on the 30th inst., and that two millions will be out on November 2nd. The men were already opposed to the 12 per cent. reduction of wages ordered by the Labour Board. A subsequent notice of further cuts has added fuel to the flame. The President of the Chicago Great Western Railway predicts that the railways will be able to carry on owing to the absence of public sympathy with the railwaymen. The Tribune explains that the public, having had to submit to a reduction of incomes, does not see why railwaymen's wages should be maintained at the war level.

SINN FEIN OUTRAGES.
COMPENSATION AWARDED.

LONDON, October 16th.

The Recorder of Cork has awarded £10,000 to the widow of Major Compton Smith, who was captured by Sinn Feiners while on a sketching expedition to Blarney in April and subsequently shot. Lord Castlemaine has been awarded £101,350 compensation for the destruction of Moydrum Castle on July 3rd.

The widow of Brigadier-General Lambert, the officer who was shot while returning from a tennis party on June 26th, has been awarded 49,000.

GEN. PERSHING WELCOMED
IN LONDON.TO HONOUR "THE UNKNOWN
WARRIOR."

LONDON, October 16th.

General Pershing, accompanied by Field-Marshal Wilson, was met on arrival from Paris, at Victoria Station by a distinguished company, including Lord Lee, Sir Worthington Evans, Captain Guest, and representatives of other Ministries and Departments. A great crowd of British and Americans cheered vigorously. The Duke of Connaught will entertain the visitor at luncheon at St. James' Palace to-morrow.

RUSSIA'S FLIGHT.

THOUSANDS OF STARVING
TARTARS.

REVAL, October 16th.

Thousands of starving Tartars from the Volga region have arrived at the town of Gdov, on the north-eastern shore of Lake Pripiu. Half of the party died from starvation during their two months' wanderings. The refugees have been directed to the Estonian frontier on the ground that foodstuffs are more easily procurable there than elsewhere.

L'ENTENTE CORDIALE.

PARIS, October 15th.

The papers are giving prominence to a Times leader emphasizing the necessity of the English-speaking democracies and France keeping close together.

The papers are rejoicing over the perfect harmony between France and Britain over the Upper Silesian question.—Havas.

AGRICULTURE AND VITICUL-
TURE.

The persistent drought is greatly hampering autumn tillage. The vintage is less abundant than expected, but of quite first-rate quality.—Havas.

FRANCO-JAPANESE LOAN
RENEWED.

It is unofficially reported that the Japanese negotiations respecting the Franco-Japanese loan of yen 50,000,000, due mid-November, has resulted in a two years' renewal upon very favourable terms.—Havas.

FAR EASTERN CABLE
NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

DEATH OF A WOMAN'S LEADER IN
CHINA.

SHANGHAI, October 17th.

The death occurred on Saturday at Dr. Fearn's Sanitarium of Miss Grace Coppock, general secretary of the National Young Women's Christian Association of China. Miss Coppock's death removes one of the greatest women leaders and will be felt in every province and section of the country.

A HOME PAPER REVIEWING THE SEPTEMBER
MAGAZINE WRITES:—The title of
"Two Hotels" in the current issue
of *Blackwoods' Magazine* gives no
indication of Hope Dawlish's sound
reasoning on Chinese and German problems. One is surprised to find, not
merely a pleasant story of the idiosyncrasy of hotel life, but a plea for a
lifting of the policy of revenge with regard to reparations. From the mysterious
doings of the cosmopolitans who
haunt the Wagons Lits Hotel, Eking, he drifts warily and unnoticed until he
launches out into a description of the
valuable work rendered during the war
by Chinese labour battalions, subtly advancing this and other good reasons as
grounds on which the burden of debt
consequent on the Boxer risings should
be lessened or even cancelled. "Is evil
never to be blotted out by good?" he
queries. Similarly by describing the
Headquarters of the Rhine Army of
Occupation at the Dom Hotel, Cologne,
he gives a good idea of the amiable
relations between our soldiers and the
Germans, pointing out a very obvious moral
lesson. "Hope Dawlish is a pen name
used by Sir Francis Pigott."
OUR LONDON LETTER.
DEATH OF A NOTABLE ADMIRAL.

[FROM OUR OWN CORRESPONDENT.]

THE MARQUIS OF MILFORD HAVEN.

LONDON, September 15th.

The tribute paid to the character and achievements of the Marquis of Milford Haven by newspapers of every shade of opinion is remarkable. The note in all of them is genuine and sincere. For many years the late nobleman, who was known down to 1917 as Prince Louis of Battenburg, performed work for the Royal Navy of permanent value. Time was when it was fashionable to refer slightly to "the Battenburgs," a phrase that included the whole family of princes whose names came into public notice after the marriage of Prince Henry to Princess Beatrice. But things have changed with the passage of the years.

The late Lord Milford Haven will be remembered in history as the man who pressed the button when war was declared, and ordered the Grand Fleet to take the sea against the Central Powers. Towards the end of July, 1914, the Fleet, which had been assembled for manoeuvres, was about to disperse; but he foresaw trouble in the Austrian ultimatum to Serbia, and on his own responsibility kept the ships mobilized at Spithead. Thus when the final crash came the Germans never had a chance to get their ships out of Kiel, and were bottled up. There is no doubt this fact profoundly influenced the course of the war at sea.

LOVE FOR THE SEA.

Those who are in a position to speak on the subject, are agreed that Lord Milford Haven was a born sailor. It is said that his enthusiasm for a sailor's life may be traced to his reading of the yarns of Marryat and other writers of seafaring fiction. At the age of 14 he became a cadet in the British Navy; and, unlike some personages of high estate, he thoroughly understood his job. The late Lord Fisher once described him as "my best captain," and the compliment was not an empty one.

But within three months of the outbreak of war he met the tragedy of his professional career. It is all to his credit that he bore the misfortune like a man. Feeling against Germany was so intense that he became the object of vague rumours. There were people who saw the sinister power of "a Hidden Hand" in everything. In the circumstances, he resigned his position as an Admiral of the Fleet. The story is told that soon afterwards he met a friend in Pall Mall who jokingly remarked that it was rumoured in London that his Lordship had been interned in the Tower of London. "No, you are astern with your news," he replied rather ruefully. "I was shot at dawn this morning."

WANTED—A UNIVERSAL LANGUAGE.

The savants of the British Association at Edinburgh have been discussing among many other things the question what is the best and most practicable tongue for adoption as an international auxiliary language. But I fail to observe that the wise men have carried the subject any farther along the road of knowledge. A Committee of the Association, having carefully considered the matter in all its bearings, came to the conclusion that Latin is too difficult, that a modern language would offer undue advantages, and that an invented language is the best. They are not, however, prepared to decide between Esperanto and Ido, both of which are frankly artificial.

But while the learned are talking at Edinburgh all the world knows that the problem is in process of solution. English is largely in use in every country on earth. The tongue spoken by the Anglo-Saxon race will carry you now all over Europe, although the time is not long past when this could only be said of French. Moreover, French is not any longer the acknowledged language of diplomacy, a privilege it has enjoyed till recently since the days of Louis the Fourteenth. The Peace Treaty was drawn up in English as well as French; and although our friends across the Channel have tried to get the French language approved as "official" at the forthcoming Washington Peace Conference, they have not succeeded, and English is to have its rightful place.

The march of events is solving the question of a common speech throughout the world; and English seems to be destined to occupy that great position. The British Association appear to have been wasting time!

SAILING SHIPS GOING CHEAP.

During the last few days surrendered German sailing ships have been changing hands at auction in London at prices ranging from one to two thousand pounds. They have been of from between three and four thousand tons, and are equipped with all the latest devices for enabling them to compete with the grim and grimy ocean steamers. The appearance of these vessels in the Thames, with their towering masts and tapering spars, has evoked the enthusiasm of all seafaring folk who have seen them riding at anchor. It is understood that they will all be purchased on German account, and return to that country for service in the nitrate trade with South America.

NEW SMELTING PROCESS.

One of the chief objects of Mr. Massey's visit to Darlington (Durham) recently, was to witness experiments in the smelting of Taranaki iron sand at Summer-son's works. The Government has engaged an eminent metallurgist to report upon a series of experiments with a system of electric furnaces with a hearth of dolomite. A great heat is generated, sufficient to liquify titanic acid, consequently the furnaces are not choked. Iron and steel of high quality are produced. It is said that if electricity were obtainable at a cost one-tenth of a penny per unit, or £3 each horse power per annum, the electric system would be commercially payable, as it would enable small quantities of ore to be smelted.

ARRIVAL OF CHARLIE CHAPLIN.
London has not shown the great Metro-
politan Press in the very best light. The
cinema "star" has been written up for
weeks past. It is scarcely an exaggeration
to say that we have had Charlie
Chaplin "from" hour-to-hour. Anybody
who remembered, or thought he remem-
bered, Charlie, as a poor little boy at
Kennington was interviewed and photo-
graphed, until the "stunt" became ridicu-
lous because of the multitude who
claimed acquaintance with him when he
was quite unknown.

On the ship that brought the favourite
back to his native land were Press photo-
graphers and special correspondents. The
latter sent messages by wireless describ-
ing how he played deck quoits, smoked a
cigarette, and gave his autograph to
someone or other on board, until at last
you might have imagined the people of
this great country could not sleep of
nights, thinking of the arrival of Mr.
Charlie Chaplin. It is of course, a tribute
to the power of the newspapers, and
more so to the cleverness of the Publicity
Agent who arranges such things.

I wonder, assuming that it were possible
for Mr. Charlie Chaplin to express an
honest opinion on the subject, whether
he would not be the first to admit that
there is something lacking in the
understanding of a section of the London
Press and public which accords him a
greater notoriety and welcome than was
ever accorded to the heroes of the late
war on land and sea!

The present of a cabinet of choice
cigars to Mr. Lloyd George by a party
of American admirers passing through
London is one of those little courtesies
which strike the popular imagination. The
gift was sent all the way to the
Highlands, where the Prime Minister is
on holiday, by one of the District mes-
sengers who are a familiar sight in the
London streets. Mr. Lloyd George knows
how to seize upon the dramatic possibili-
ties of a situation. He appeared on the
terrace of his Highland retreat, and was
photographed signing a receipt for the
cabinet, and telling the messenger that
the gold pen he had in hand was that
with which he signed the Peace Treaty.
That is just the touch that was calculated
to ensure a paragraph being sent round
the world.

Appropos of this incident, I have heard
it said in the Clubs that although the
Prime Minister received this gift it
would be a mistake to suppose that he
would be prepared to accept similar
courtesies from strangers. If he were to
do so there are possibilities, and this is
an imperfect world.—H.B.

THE RESTORATION OF
AUSTRIA.LEAGUE OF NATIONS' SCHEME
EXPLAINED.

The four Allied Powers—Britain, France, Italy, and Japan—made a declaration in March last that, on the understanding that Austria desired the application of the International Credit Scheme of the League of Nations, they would release for a period of years their liens under the Treaty of St. Germain in respect of claims against the Austrian Government for the cost of armies of occupation, relief credits, and reparations provided other interested Governments agreed to similar postponement.

The four Powers declared that they were taking the necessary steps to obtain the release of the liens on the part of the other Powers.

The object of this suspension of liens was to make Austrian assets free and available for valuation and use as security for foreign credit on the lines of the International Credits Scheme. The four Powers also asked the Financial Committee of the League of Nations to organise a scheme for application to Austria on the basis of this declaration. The Financial Committee, obtained from the Austrian Government, supported by definite declarations from all the Austrian political parties undertaking to carry out drastic internal reforms, and during the period of transition the Committee sees its way to obtain for Austria foreign advances without which she can make no progress.

The World Cotton Conference in England unanimously supported the scheme in the interests of foreign trade stabilisation and revival. First of all Italy showed a little hesitation in suspending her liens, but there is every prospect of her now falling into line.

The chief anxiety now is the attitude of America. America is the biggest creditor, and if she does not suspend her liens it will place the whole scheme in jeopardy.

The matter is, for the present, outside the bounds of the Finance Committee of the League, which is waiting to know how far the Supreme Council has been able to effect its side of the bargain. The scheme is looked upon most hopefully by financial and industrial quarters in Europe as a means of setting Austria on her legs, and having a health repercussion throughout Europe.

If nothing is done, or if something is not done soon, there is prospect of complete collapse in Austria. There is anxiety to know what America's reply will be to the request of the Supreme Council. She is not being asked to be generous but to make possible a business scheme for improving business, including her own.

"SPEECH THROUGH THE
ETHER."

SIR O. LODGE ON WIRELESS.

"AN ASTONISHING FEAT"

"Speech through the ether" or the scientific principles underlying wireless telephony was the subject of a lecture given by Sir Oliver Lodge in the Usher Hall, Edinburgh, on September 8th, on the eve of the meeting of the British Association in that city.

To him, he said, ether was the most real thing in the material universe. It penetrated the pores of matter, even into the innermost recesses of atomic structure, and it extended to the farthest confines of visible space. By its aid they saw and analysed the nebulae at distances too vast for anything but mind. Things—telegraphs and radio electric things—even transatlantic cables, guiding the energy by a wire itself inert, but carrying the other did not do the work, the sound, they did not talk through it. They did not talk through it. They could utilize the ether for the conveyance of sound only by transmutation. The sound vibrations must be transmuted, must be delivered up to the ether to travel as radiation, and at the distant station it must be received by something which could transmute the energy back to sound again.

Sir Oliver Lodge described wireless telephony as an astonishing feat. He was not, he said, specially astonished by the wireless transmission of course signals, like the dot and dash of ordinary telegraphy. It was no more difficult to send impulses across space than to guide them by wire. What Mr. Marconi had made practical as "wireless" might have come in first, and then wireless might have been regarded as an improvement, like speaking through a tube instead of shouting into the open air. Any mechanical sending key, and many a mechanical relay, could accomplish that.

But no mechanical relay could follow the variations of quality in human voice; no agency short of the electron would be quick and docile enough. But with their aid the feat was accomplished, and the electric waves which acted as the intermediary could travel a thousand miles or more before being received and once again transmuted.

A MUSICAL NOTE.

How could the human ear or any instrument follow variations of millions of seconds? It could not. Only the electron could do that. In addition to the oscillations coming from a distant station they set up home oscillations, in a small subsidiary vacuum tube, of nearly the same frequency—if the incoming waves vibrated a million times, for instance, while their local arrangement vibrated a million plus 500—what would happen? They would "beat." They would give 500 beats a second, and that was a musical note. That they could listen, and upon that the variations of intensity could be superposed.

That was not the first plan adopted. The first plan was the utilization of crystals and other detectors, such as the Fleming valve, to rectify the oscillation—to check all the negative pulses, and utilize all the positive—to let only one sign through. Thus they got the vacuum tube. But soon this was improved by Lee Forest into a magnifier; so that an original impulse, exceedingly weak, could be strengthened a hundred or even a thousand times, by using the electrons as relays and putting a number of relays in series.

So also for transmitting the magnifying device was available. The electric impulses from the first valve, the one directly actuated by the microphone, need not be given to the ether; they could be used to stimulate another valve, so as to increase their intensity until the waves generated were powerful enough to be allowed to rush across the Atlantic. That they were able to do in the fraction of a second. And there, though, since they had spread far and wide by that time, they preserved all their peculiarities intact; every pulse of the speech was retained and could be reproduced, and by adequate magnification could be made easily audible.

"ENGLAND HAS DONE HER
SHARE."

A NATIONALIST'S VIEW.

Mr. Redmond Howard, nephew of the late Mr. John Redmond, in an interview, referred to the reply made by Sir James Craig to his suggestion that a ten years' trial should be given by Northern Ireland to the "Redmond plan."

"I am afraid the Northern Prime Minister has rather misunderstood my request," Mr. Redmond Howard said, "and has regarded it as an invitation to secede from the Empire. In effect I asked both Mr. de Valera and Sir James Craig to give a ten years' trial to the Redmond formula of integrity of Empire, unity of Ireland, and safeguarding of the minority, as the one means of saving Ireland from the worst catastrophe since the day of Cromwell. However, Sir James points out in his reply that the Act leaves it open for the establishment of a real unity in the form of a Superior Council. Ireland is, in fact, given a right to draft her own constitution, and the real difficulty lies in the separatist demand put forward suddenly at the last election, and Ireland had been for a hundred years pledged to imperialism as an equal partner."

"Ulster has already gone more than halfway by accepting the principle of Home Rule; it is Sinn Fein which has now changed its historic attitude. It was my grandfather who in 1873 first put forward the Home Rule principle, and many a time when we were boys my uncle used to tell my cousin and myself that it would be our duty, if they downed him as they downed Parnell, to carry on the old tradition. But I hold that England has done her share in this last offer. It is up to those who have always maintained that Home Rule meant neither disruption nor persecution to fight for the principle of Imperial unity and toleration of minorities."

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AGENTS.Telephone No. 171.
Hongkong, October 1931.

THE NEW WOMAN. CHANGE AND NO CHANGE.

(BY DR. MARY SCHALLER, G.B.S., M.D.)

We hear much in the present day of the new Woman, but the question arises: Are the women of the twentieth century in any way really different from those whose characters are preserved for us in history, whether medieval or ancient? Is it not more likely that the human race is fundamentally one throughout the ages, and it is not likely that the apparent change in the woman of to-day is simply a change in their reaction under the influence of altered circumstances? There is much in the character of Jezebel, the wife of Heber, the Kenite, or Semiramis, and of Nur Jehan, that are faithfully mirrored in some of the women well-known to us all. No doubt, the times have changed, and this has caused an apparent change in the men and women of to-day.

Undoubtedly there has been a great alteration in public opinion and in the standards of religion, morals, education, and dress. And yet to those of us who have studied the past as well as the present it is evident that "Plus ça change, plus c'est la même chose." The changes are really in the environment, the woman's essential characteristics remain as of old.

In what way has the environment changed? In part the change in the attitude of the modern woman is due to the change in her education. The tree of the knowledge of good and evil offers its fruits to men and women alike, and with equal education there must gradually come equality of opportunity, equality of pay, and equality of standards. Up to quite recent days the boy and the girl enjoyed superior advantages in everything. He was the dominant, and everything, the law included, was in conformity to his needs and to his standards. At the present time educational advantages and the imprimatur of our universities are available to women equally with men, and still more recently the greatly desired equality of citizenship has been conceded to the woman with the gift of the Parliamentary franchise. There is doubt that the modern woman has achieved a tactical victory, but it is a victory that will profit her little unless she has both the wisdom and the intelligence to consolidate it. It is quite possible to win a war and to lose the peace.

All who are anxious for the welfare of our race and nation must be anxious that its women shall realize in time that enhanced privileges entail new duties and increased responsibilities, and those who fought most strenuously for the intellectual and political emancipation of women ought at the present time to strain every nerve in order to convince their sisters that their newly-acquired privileges will prove but Dead Sea fruit unless they are used aright.

Women who enjoy university education must look on their degree and on their opportunities of acquiring knowledge as something to be held in trust for the advantage of the race. The mere fact of possessing knowledge is valueless; those who possess the knowledge must be prepared either to serve the public by means of research, by means of constructive and original writing, or at least they must be prepared to be lucid and acceptable teachers, able to convey to others the knowledge that they have made their own.

Women who have the veto will find that they must not only bring conscientiousness and intelligence to bear on the selection of candidates for Parliament, but that they must also be prepared to use their influence with their Parliamentary representative, and to strengthen his hands in doing what is right and what is most likely to secure the welfare of the people. Women will soon find that the gift of the vote is no mere ornament, or feminine advantage, but that it is a sacred trust, and that every voter is in honour bound to read intelligently and to study carefully the questions of the day and the needs of the commonwealth.

Women who are magistrates must remember that their duty is by no means fulfilled by taking their seat in rotation on the bench and in acquiescing in the views of the stipendiary magistrate. He is, indeed, likely to guide them aright, and his legal knowledge and experience will be of the greatest service to his colleagues, but the woman magistrate must not be contented with a mechanical acquiescence in any judgment, no matter how well founded. In accepting the honour of the magistracy she has pledged herself to a study of the law of evidence, to an enlightened, careful consideration of social conditions, to some knowledge of psychology in order that she shall know how the human mind works, and to some acquaintance with sanitation and hygiene so that she may be able to assist in the very difficult and delicate work of penal reform and prison management.

Among the women of to-day there is no more important class than that of the mothers and housekeepers. They have a great need for a knowledge of domestic economics, practical as well as theoretical. The necessity for such knowledge was never greater than it is at the present time. Domestic help is difficult to obtain, costly, and frequently inefficient. Therefore, many women who formerly had two or three servants in the house now have no servant or merely a charwoman. In consequence of this, it is more than ever necessary that the mistress shall know how to recognize good from bad, how to choose what is most valuable, and also that she should be furnished with the knowledge of what food materials are readily procurable and in good condition at the different seasons of the year. The housewife also needs to know something of the housemaid's business—the best methods of cleaning and polishing, the art of making old things look as good as new, and the still more important art of maintaining cleanliness, of banishing rubbish, flies, and dust, and of securing to that extent the health and comfort of her household.

THE CARE OF CHILDREN.

Another large department of women's work—indeed, the most valuable contribution that she can possibly make to national welfare—concerns the nurture and primary education of children. Upon the skill and care with which maternal duties are discharged depends the health of the next generation in body, soul, and spirit. This is a group of duties that admits of no delegation. From the time that the infant is in existence until the distant period when adolescence is completed, no one can discharge a mother's duties so well as the mother herself. It has long been common knowledge that the welfare, and in many instances the life of the infant, depends on his being suckled by his own mother, but it has been reserved for these later days to teach us that not only is the individual woman's milk the exact and, indeed, the only right nourishment for her child, but also that, owing to the fineness and the sensitiveness of the infant's skin, it is peculiarly liable to the attacks of pathogenic bacteria, and, further, that during the nine months of ante-natal life it has gradually become immune to the bacteria associated with its mother, but that this immunity does not extend to the bacteria of any other human being. Recognising these facts, a woman is in honour bound to use her best endeavours to provide her infant with the food that is essential to its welfare, and with the one and only environment in which it is safe.

The extraordinarily low infantile death-rate of New Zealand, some 35 per mille, appears to have been secured by the enlightened maternal devotion of its women. The infantile death-rate for England and Wales at the beginning of this century averaged something like 140 in the 1,000. Owing partly to general sanitary advance, and still more to the constantly increasing enlightenment of our women in the matter of infant care and feeding, this average has now been reduced to 50 in the 1,000, but the example of New Zealand shows that our women of to-day have still something to learn in the matter of puericulture.

MOTHERHOOD. The enormous value of an enlightened and devoted maternal management of children is exemplified not only in the falling death-rate of infants but also in the greatly improved health of older children. Nor must we imagine that a mother's duty to her family ends when she has provided it with all those things that are necessary to its physical welfare. Her duties and responsibilities extend to the safeguarding of her children in body, soul, and spirit. The men and women of the next generation will be largely what their mother makes them. She is the guide, philosopher, and friend of their most plastic and impressionable years. The father's influence, valuable as it is, comes much later, and can seldom be so thoroughly assimilated into the make-up of his children. In connection with this portion of a woman's life-work it is a regrettable fact that but few women receive any adequate training for maternity, and that they too often are forced to enter on their important duties without any knowledge at all comparable to that which is acquired by the mechanic who is in charge of a valuable machine, or the breeder who is responsible for the welfare of pedigree horses and cattle.

Individual women are not to blame for their want of training for the many and varied duties that fall to the lot of the New Woman, but woman as a whole must stand at the bar of judgment and take her share of praise or blame according as she has honestly endeavoured to profit by her improved education, to wield her newly-conferred political and managerial powers aright, and also for the interpretation that she is putting on her age-long office of wife and mother. People are talking of "the superfluous women" of the present day—there are no superfluous women. There is work for all. There are opportunities for duty and, therefore, for contentment, and even happiness, for those who will do their duty. It is possible, nay, all too likely, that the loss of many young men in the Great War will deprive a certain number of women of the highest and noblest work of which they are capable, but, taking the Empire as a whole, the disparity of men to women is not so great as many people hold that it is. The work of our young men in the Britains Overseas, their health, their happiness, and their morality cry aloud for suitable mates, and here at home, as well as there, each household really needs at least two women for its efficient guidance. There is plenty of room for armies of women teachers, clerks, nurses, and domestic helps; as a matter of fact, such an amount of work of all sorts awaits the women of to-day that it is impossible to believe that if the facts were known any woman could be found to waste time; the call to work is so urgent that were it possible to make it heard by our women in general, there would be an eager response to the call, and while reasonable rest and recreation should be shared by all alike, frivolity and dissipation would disappear.

In this old vision of Utopia it sounds very like it, but surely the time has come for the general realisation of the joy and glory that would naturally reward an adequate sense of duties and responsibilities by the women of to-day.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 17th

	Previous Day	On Date	On Date
	at 2 p.m.	6 a.m.	2 p.m.
Barometer	29.91	29.93	29.93
Temperature	81	74	84
Humidity	79	91	60
Wind	East	Caln	W
Force	3	0	5
Weather	0	0	0
Rain	0.00	0.00	0.00

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REGISTER.

OCTOBER 17TH, 1931.

Station.	Hour.	Barometer	Temperature	Humidity	Direction.	Force.	Weather.
Vladivostok	8 a.m.	30.41	34		NNE	7	c
Nemuro	8 a.m.	30.20			N	3	c
Hakodate	"	30.18			N	1	c
Tokyo	"	30.26			WNW	1	c
Kobe	"	30.18			SW	1	c
Nagasaki	"	30.10			SE	1	c
Kagoshima	"	30.10			SE	1	c
Oshima	"	30.02			SE	1	c
Naha	"	29.98			SE	1	c
Ishigaki	"	29.98			SE	1	c
Benin Island	"	29.76			SE	1	c
Wakayama	8 a.m.				SE	1	c
Ichang	"				SE	1	c
Changsha	"	29.96	68	100	S	1	c
Shanghai	"	29.97	69	85	S	1	c
Guangzhou	"	29.94	72	80	N	1	c
Sharp Peak	7 a.m.	29.94	73	82	N	1	c
Amoy	8 a.m.	29.95	73	85	SW	1	c
Swatow	"	29.97	74	88	SW	1	c
Taihou	"	29.94	74	88	SW	1	c
Tientsin	"	29.95	68		ENE	2	b
Kobe	"	29.95	70		ENE	2	b
Pescadore	"						
Canton	"	29.96	72	86		0	c
Hongkong	"	29.95	73	84	E	0	cm
Gap Rock	"	29.94			E	0	b
Macao	"	29.94	72	86	ENE	2	bf
Wuchow	9 a.m.						
Fukohi	"						
Hoihow	"						
Panlung	7 a.m.	29.94	72	88	SE	2	b
Tourane	"	29.92	75		SE	2	b
Cape James	"	29.91	77		SE	2	b
Apurri	6 a.m.	29.91	72	92	S	2	b
Baguayan	"						
Manila	"	29.87	75	88	E	1	b
Legaspi	"	29.88	76	88	N	2	b
Tacolban	"	29.89	79	92	W	1	c
Iloilo	"	29.86	75	88		0	c
Surigao	"	29.80	78		SW	0	c
Guam	"	29.80	78		W	2	b
Yap	"	29.80	78		W	2	b
Laoson	8 a.m.	29.83	77	91	SW	2	b

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation; the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER: b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in inches tenths and hundredths.

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REVOLUTION BY EVOLUTION. CONGRESS PRESIDENT'S APPEAL. CAN LABOUR GOVERN?

The President of the Trade Union Congress, in his address at the opening session at Cardiff on September 8th, recalled that at the last Congress in Cardiff, 20 years ago, there were about 330 delegates, representing 170 unions, with a membership of a million. To-day there were 823 delegates, representing 313 unions, with a membership of nearly 61 millions. They had, he said, come through an industrial maelstrom during the past year. Men, women, and children had as a consequence found themselves the victims of circumstances which had dealt cruelly with them, driving many to despair, others to apathy and a fatal submission. Against this attitude they must resolutely set themselves, and, by vigour of attack and assault upon conditions that produced such deplorable results, bring about their abolition.

They might ask him what system he would put in place of the present one, and the query was easy if one gave a stock answer: "By the overthrow of the present Capitalistic system and putting in its place a Socialist system." It was difficult, if one was in favour of what might just as truly be called Socialist progress from a broad to yet a broader base until a complete revolution by evolution had been accomplished. That policy laid them open to attack from those of their more impetuous comrades who became impatient at what they considered the altogether inadequate methods represented by it.

If a long view was taken, however, the weight of evidence would be in favour of the second policy. What they suffered from was the old, old policy of the enemy: "Divide, divide, and yet again divide, your opponents."

"I plead, therefore, for unity and discipline in our ranks," said Mr. Poulton. "Not the unity of freedom from criticism, nor the discipline of the barracks, but the unity which will support those we from time to time make our spokesmen and leaders, and thus give to the statements made, on our behalf increased weight and influence. Let our opponents see that the age-long conflict of the workers for justice is no longer going to be delayed by mistrust of one another, but rather that we intend in the future to spend more and more of our ability, time, energy and money to make it impossible for the present unjust conditions to continue to exist."

A PREDOMINANT LABOUR PARTY.

The present disgraceful spectacle of millions of people lacking employment, and this concurrently with the world's crying need for more and more goods to supply only the bare necessities of life, is alone surely enough to condemn the conditions that at present obtain. Statesmen, politicians, bankers, and employers generally may rest assured that there is an ever-growing body of opinion amongst not only workpeople, but thousands of men and women of good will, that the present methods, whether of trading, social or economic, must be abolished, and others based upon equity put in their places. I want to see the Labour Party the predominant party in the State.

"The cry of 'Can Labour govern?' need not, nor ought it to, take up our time. One class of parties for centuries have had a free run and a pretty mess they have made of the world. I do not think there is any sort of likelihood of Labour doing worse; on the contrary, I firmly believe that within a short period of government by Labour it would be shown how much better Labour could conduct the business of the world than the favoured classes have done up to the present time."

The President went on to refer to the abnormal strain put upon the unions during the past year. It was cause for congratulation, he said, that, imperfect as their machinery might be, it had so splendidly stood the demands made upon it. In the immediate future, however, will come a still further testing time. He continued:-

"I beg those who feel inclined to criticize and point out our weaknesses to weigh well the probable consequences of any sustained warfare, ostensibly to help the workers, but in reality the effect will be to assist reactionary employers. Already much of our time is taken up defending what has been secured. If, because of internal strife, our energy and ability have to be deflected to deal with the same, one may reasonably rest assured that the net result will be a setback to our movement."

"I do not want the movement to have to spend the next 10 years in strenuous fighting only to find that at the end thereof no real headway has been made, but that we have only maintained our position. I want us to go forward, and this, I feel confident, will be attained if in our ranks there is general support given, not only to national, but also to local officers in the tasks they from time to time have to perform."

CONGRESS AND STRIKES.

Strikes, disputes, and lock-outs had more than over-represented action, and it was therefore essential that, as far as possible, any proposed policy or procedure should be reviewed, having regard to those whom they acted for. This must necessarily mean that, at any rate when disputes on a large scale were expected, there should be at the earliest possible moment consultations between the Council and the union which might have the matter in hand, so that there might be a still wider consultation, if necessary, with other trades who might be implicated. He did not contest that this meant interference with the autonomy of any given union, but if they desired to secure the maximum of benefit through their unions to the members and to wider interests of the community they must widen their outlook and examine their bearings afresh in the light of recent happenings. A disinterested investigation of the position (Continued at foot of next column.)

£30,000,000 FOR EMIGRATION. GREAT SCHEME TO FLING OPEN THE EMPIRE'S GATES.

The settlement of one million persons from Great Britain on Australian soil at a cost of £30,000,000 is the stupendous scheme now being advocated by Sir Joseph Carruthers, ex-Prime Minister of New South Wales, in order to restore the migration. Sir Joseph Carruthers hopes that the aid of the Australian and British Governments will be secured to raise the money, which is required for the necessary railway extensions and other development work.

Emigration has been at a standstill for nearly seven years. Before the war there was a steady stream of men and women going out from the British Isles to Canada, Australia, New Zealand, South Africa, and also to the United States of America.

PLENTY OF ROOM.

The Dominions have always wanted more people. Canada, with its almost illimitable possibilities and a continental area, has less than eight million people. Australia, although larger than Europe, has only five and a half millions—less than London. The British Isles, which could be tucked into a corner of any one of the great Dominions, have about forty-seven millions.

"There is no reason why Australia should not carry as large a population as the United States of America—or larger," said Hon. J. McEwan Hunter, Agent-General for Queensland, to a Daily Express representative recently.

"At present the population of America is more than a hundred millions, while the population of Australia is only five and a half millions. I have been in the United States, and I say that Australia is a finer country to live in than the United States."

"What we want is men and money. We have the land, rich in agricultural possibilities and in mineral resources. We have a climate varying from the tropical to the semi-tropical. We grow every known fruit, we grow wonderful grain crops, and we have fifty million acres of land suitable for cotton."

RESOURCES.

There is plenty of coal in every State. A twelve-foot seam of steam coal has recently been found seventy feet from the surface. We have gold, silver, copper, tin, wolfram, lead, and other minerals. We have an ample rainfall, and large schemes are in development for irrigation on an extensive scale.

"There is, as I say, room for as large a population as in America, but it must be remembered that Australia cannot be opened up without more railways. Next to railways comes irrigation. Given the money to provide these two things, there is no reason why the population of Australia should not increase rapidly."

Another Australian authority stated that the Murray river locking scheme, which is in course of development, will open up enough land for a million people who at present there are only about 50,000. The chief dam will be the largest in the world after that at Assaran.

by the Council might well render the highest service to the movement and save them from many mistakes and much suffering. What was really needed was more information, greater knowledge, and determination to rise above sectional interests.

Reviewing international affairs, the President urged the paramount need of an understanding with the workers of other countries. He trusted they were going to make it clear beyond dispute that nations had to cease the barbaric and inhuman methods of settling differences by killing. A system which had produced the present horrible state of society stood condemned and ought to be abolished, and while he deplored some of the statements made by many men and women as to what they thought ought to happen, he was not really surprised, when one remembered the daily drudgery, suffering, want, and privation endured by millions of people. The facilities for producing goods were never more abundant or more efficient than to-day, enabling enormous quantities to be produced at very short notice. This, owing to the basis of production being private gain, had the effect of throwing out of employment great multitudes of workers.

RESTRICTION OF OUTPUT.

It was no wonder that they heard a times of workers restricting output. They were not the only people who restricted output. When one read of deliberate restrictions advocated by chairmen of companies at their annual meetings to enable them to keep up prices, it was not to be wondered at that workmen were also found to advocate the same policy of restriction, by which they hoped that their labour could be engaged for a longer period of time, thereby enabling them to secure wages whereby they could find food for themselves and their wives and families. The increased facilities for producing goods ought to be shared in to a much greater degree by the workers in the form of shorter hours of employment. It spoke volumes for the workers that they were so orderly and so willing to subject themselves to discipline when they remembered how basely they had been betrayed.

As examples, the President referred to the implied promises to the miners if they agreed to a Commission of Inquiry, the altogether inadequate dealing with the problem of the unemployment question, the shelving of many clauses of the Education Act, the housing illusion, the economy cry concurrently with the waste of millions in Mesopotamia, and the continued agony in Ireland. If the record of the Government did not, when the time came to return a new House of Commons, result in unseating those now in power, then one might well feel that some "dope" had for the time being fallen upon the electorate.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHIP	DEPARTURE	ARRIVAL
YANNIS	18th Oct., Noon	18th Oct., Noon
YANNIS	19th Oct., Noon	19th Oct., Noon
YANNIS	20th Oct., Noon	20th Oct., Noon
YANNIS	21st Oct., Noon	21st Oct., Noon
YANNIS	22nd Oct., Noon	22nd Oct., Noon
YANNIS	23rd Oct., Noon	23rd Oct., Noon
YANNIS	24th Oct., Noon	24th Oct., Noon
YANNIS	25th Oct., Noon	25th Oct., Noon

COLOMBO LINE: This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, Hongkong, and Shanghai, and from Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE: Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Southern Ports via Shanghai.

MANILA LINE: A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE: Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE: Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE: A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoo.

BANGKOK LINE: A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

11. "CHAKSANG" will be despatched on or about Thursday, 20th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.

Telephone No. 215. GENERAL MANAGERS.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

SHIP	DEPARTURE	ARRIVAL
S.S. "PEMBROKESHIRE"	18th Oct.	18th Oct.
S.S. "GLENIFFER"	21st Oct.	21st Oct.
M.V. "GLENGLYLE"	10th Nov.	10th Nov.

HOMEWARDS.

SHIP	DEPARTURE	ARRIVAL
M.V. "GLENAPP"	18th Oct.	18th Oct.
S.S. "CARNARVONSHIRE"	21st Oct.	21st Oct.
S.S. "GLENIFFER"	23rd Nov.	23rd Nov.

Movements are subject to change without notice.
For freight or further particulars please apply to:-
Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 23 and 3933.



Cable Address
Kawakisen, Kobe.
Sankey's A.B.C. 521 S.I.
and Scott's Codes.

Telephone: Sanssouly
3844 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. MASA ARA

Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:-
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA
No. 2, Bunko, Kobe.

SHIPPING NEWS

ARRIVALS

October 18th.

Yam Wah, Chinese str., 417 tons, Capt. H. Carnage, from K. C. Wan and Macao, with a general cargo.—Sik Hing S.S. Co.

Falun Maru, Japanese str., 1,638 tons, Capt. R. Nagayama, from Shanghai and Amoy, with a general cargo.—N.Y.K.

Providence, Norwegian str., 700 tons, Capt. Ulf, from Newchwang, with beans and beans oil.—Kwong Mow Tai.

October 17th.

Aratuna, British str., 3,401 tons, Capt. E. T. Picher, from Yokohama and Moji, with a general cargo.—MacKinnon, Mackenzie & Co.

Arizona Maru, Japanese str., 6,093 tons, Capt. D. Fuchikuni, from Tacoma and Manila, with a general cargo.—O.S.K.

Chipping, British str., 1,195 tons, Capt. G. F. Matthews, from Canton, with a general cargo.—J.M. & Co.

Hinchin, Chinese str., 1,235 tons, Capt. Newburgh, from Canton, with a general cargo.—C.M.S.N. Co.

Kangaroo, French str., 177 tons, Capt. Fr. Dubois, from Haiphong and Pakhoi, with a general cargo.—Sing Kee.

Kurichan, British str., 1,250 tons, Capt. R. Ritchie, from Tientsin and Wei-haiwei, with a general cargo.—B. & S.

Macdonald, British str., 4,908 tons, Capt. A. E. Dodd, from Liverpool and Singapore, with a general cargo.—B. & S.

Wakko Maru, Japanese str., 3,078 tons, Capt. S. Takano, from Nagasaki, with a general cargo.—N.Y.K.

Shinsei Maru, Japanese str., 552 tons, Capt. Ishikuni, from Canton, in ballast.—Kimura & Co.

Telegraph, British str., 1,701 tons, Capt. T. R. Ireland, from New York and Manila, with a general cargo.—B. & S.

Tuenning, British str., 1,125 tons, Capt. A. W. Taylor, from Manila, with a general cargo.—J.M. & Co.

Yue Ying, British str., 515 tons, Capt. H. C. Kiddle, from Kanton and Hongkong, with a general cargo.—Cheong Yee S.S. Co.

CLEARANCES

October 17th.

Chiao, for Singapore.

Chongqing, for Canton.

Chusan, for Swatow.

Genoa Maru, for Keelung.

Hailong, for Hailong.

Hainan, for Swatow.

Hongkong Maru, for Canton.

Kikka Maru, for Manila.

Peking Maru, for Canton.

Procter, for K. C. Wan.

Procter, for Bangkok.

Providence, for Canton.

Shanghai, for K. C. Wan.

Seima Maru, for Canton.

Shin Maru, for Swatow.

Shinsei Maru, No. 2, for Takao.

Tachibana, for Singapore.

Tachibana, for Swatow.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Dunera* left Shanghai for this port on the 18th inst., at 8 a.m., and is due here on the 18th inst., at about 6 a.m.

The P. & O. s.s. *Nellere* left London on October 13th, and is expected to arrive at Hongkong about November 22nd.

The R.I. s.s. *Japan* will leave for Amoy, Shanghai and Kobe on or about Friday, October 21st, at 8 a.m.

The R.M.S. *Empress of Russia* arrived at Nagasaki on October 17th, at 8 p.m., and is due at Kobe on October 18th, at 6 p.m.

The s.s. *Rheus* (Blue Funnel line) left Singapore on the 15th inst. for Hongkong, and is due here on the 20th, a.m.

The s.s. *Trinius* (Blue Funnel line) left Singapore on the 15th inst. for Hongkong, and is due here on the 20th, at daylight.

VESSELS EXPECTED.

Akita Maru (N.Y.K.), due October 21st.

Banca (P. & O.), due October 21st.

Denloma, due October 18th.

Bowes Castle (Dodwell-Castle line), due end of November.

Japan (B.I.), due October 19th.

Kaga Maru (N.Y.K.), due October 27th.

Montevideo (C.P.S.), due October 26th, at 7 a.m.

Nyuntza (P. & O.), due October 24th.

Priam (Blue Funnel line), due Nov. 3rd.

Rheus (Blue Funnel line), due October 20th.

Romani (P. & O.), due November 8th.

Seiya Maru (T.K.K.), due October 29th.

St. Albans (E. & A.), due October 24th.

Taiyo Maru (T.K.K.), due October 20th.

Torilla (B.I.), due October 28th.

Wray Castle (Dodwell-Castle line) due second half of October.

Yokohama Maru (N.Y.K.), due November 18th.

HONGKONG-TIDE TABLE

From 18th to 24th October, 1931.

High Water		Low Water	
Day of Week	Time	Day of Week	Time
Tues. 18	h. m. 10 2	h. m. 4 7	h. m. 2 0
Wed. 19	h. m. 10 49	h. m. 4 49	h. m. 1 8
Thurs. 20	h. m. 11 45	h. m. 5 28	h. m. 1 7
Fri. 21	h. m. 10 51	h. m. 6 18	h. m. 1 7
Satur. 22	h. m. 11 23	h. m. 5 16	h. m. 3 9
Sund. 23	h. m. 2 17	h. m. 4 9	h. m. 4 2
Mon. 24	h. m. 3 46	h. m. 4 8	h. m. 4 5
	h. m. 1 28	h. m. 7 1	h. m. 9 48
	h. m. 5 4	h. m. 5 0	h. m. 7 55

SHIPPING NOTES.

Capt. John McAlin has gone master of the I.C. s.s. *Yat Shing* in place of Captain S. O. Mitford who has gone master of the s.s. *Tuen Sang*.

Syren and Shipping understands that invitations will be issued for shipping representatives to accompany both the British and Japanese delegations to the Washington Conference, 11.30, it adds, it is a foregone conclusion that the representatives of these two nations will act together. There is no reason why they should help the flood of its own making!

The P. & O. Company's liner, *Macedonia* recently left the Naval Yard at Portsmouth where she has been reconditioned. As an armed cruiser, the *Macedonia* was present at the battle of the Falkland Islands, and, while the naval engagement was in progress, was detached by Admiral Sir Doveton Sturdee to aid Von Spee's attendant store vessels. For some time after the Armistice she was, as a Government transport, employed in carrying troops. Now she is to resume her place in the India-Australia mail service, and is to leave London on October 21st for Marseilles and Bombay.

In the statistics of the Panama Canal British shipping takes second place immediately after that of the United States. Australia, New Zealand, and Canada all contribute materially to the tonnage under the British flag. In the fiscal year ending June 30th, 1931, 33 per cent. of all vessels passing through the Canal were British, 34 per cent. of the Canal net tonnage was British, and 32 per cent. of all the cargo handled was carried in British bottoms. Approximately the same percentages apply for the first 1918, 1919, and 1920. During the first three years of Canal traffic, i.e. 1915, 1916, and 1917, British shipping represented 41 to 45 per cent. of the total. The relative decline is explained by the rapid development of American shipping during and after the war in Europe.

AMERICAN SHIPPING.

A telegram received in Kobe recently stated that the United States Shipping Board is proposing to tie up 130 vessels out of the total of 490 which are now under operation on various lines. Most of the vessels to be tied up by the Board have been on charter to the shipping companies which were established during the war boom. Since the close of the war considerable losses have been incurred by their unremunerative freights service.

An earlier message stated that the Shipping Board were considering the advisability of tying up 800 out of the total of 1,400 steel vessels. 50 vessels to be tied up every week. The total number of vessels owned by the United States Shipping Board, including those in the course of construction, amounts to 1,736. It is with a view to avoid enormous losses incurred by the operation of the vessels that Mr. Laaker proposed the recent policy to tie-up vessels.

The difficulties which the Shipping Board is confronted with are aggravated, says a Japanese paper, by the fact that the United States is wanting in the number of seamen of lower grade and of one the vessels are tied up, it will be extremely difficult to enlist necessary personnel for the crews. At present the future of the Shipping Board is watched by Japanese shipping circles with keen interest.

WEATHER REPORT.

October 17th, at 11.55.—Pressure has increased considerably in the extreme North, under the influence of a strong anticyclone over Manchuria. It has increased slightly from Shanghai to Cape St. James and over the Philippines.

A typhoon between Guam and the Bonins is travelling northward.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 96.66 inches, against an average of 75.28 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	E. winds, moderate to light; fine.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

GRIMAULT'S SYRUP

OF

HYPOPHOSPHITE OF LIME

FOR

STUBBORN COUGHS

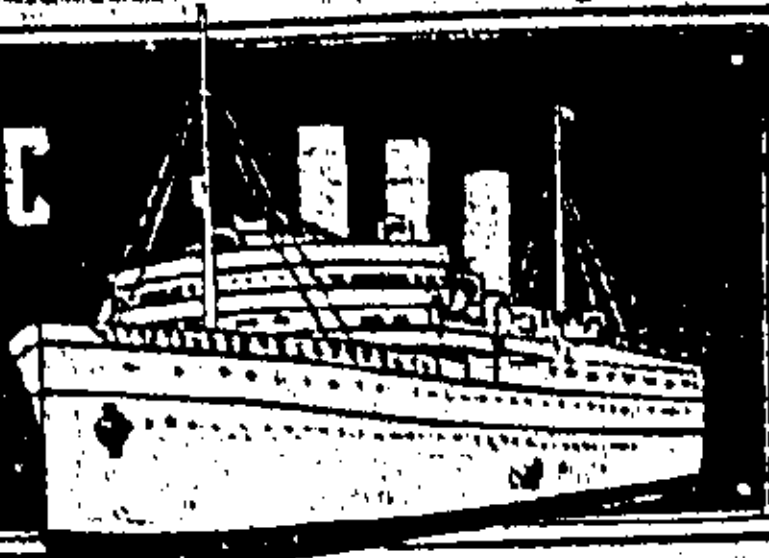
BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

CANADIAN PACIFIC STEAMSHIPS LIMITED.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver
Montevideo	Oct. 30	Nov. 23
Empress of Asia	Nov. 10	Nov. 28
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
Empress of Asia	Jan. 5	Jan. 23
Montevideo	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

Connecting Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Transcontinental Trains Daily.

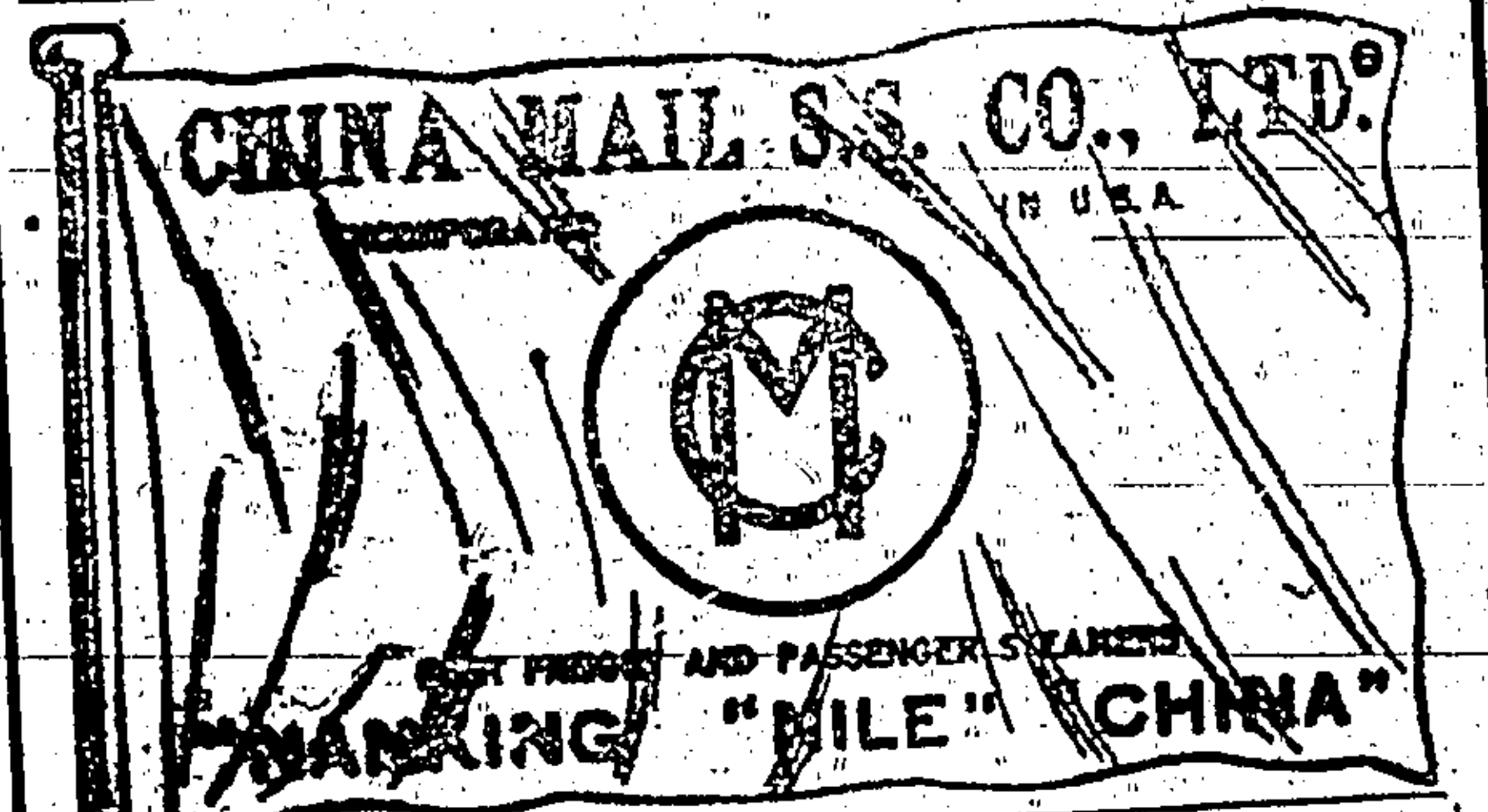
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC STEAMSHIPS LIMITED.

Hongkong Office. Telephone 759. Cable Address GACANPAC.

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

s.s. "CHINA" s.s. "NANKING"

Nov. 6th Dec. 12th

HONGKONG TO SINGAPORE

s.s. "NANKING" s.s. "CHINA"

Nov. 28th Oct. 18th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING Tel. 1934. Passenger Dept. No. 1934.

100 Hous Street. Tel. 2161. Freight Dept. & Agent. No. 2161.

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NEW SERVICE TO JAVA.

China Mail S.S. Co., Ltd.

INCORPORATED IN U.S.A.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

BETWEEN SHANGHAI, HONGKONG, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

S.S. "NILE"

HONGKONG TO JAVA

November 13th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING Tel. 1934. Passenger Dept. No. 1934.

100 Hous Street. Tel. 2161. Freight Dept. & Agent. No. 2161.

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NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, SAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.

S.S. "MACASSAR MARU" sailing on or about 15th Oct.

For MOJI, KOBE, OSAKA and YOKOHAMA.

S.S. "BORNEO MARU" sailing on or about 21st Oct.

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Prince Building, No. 3, Des Vaux Road Central.

Tel. No. 2206. [767]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA KEELUNG, SHANGHAI, THE INK AND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

LEAVE HONGKONG

PERSEA MARU ... 2,000 ... Oct. 20th, at 10.30 A.M.

TAIYO MARU ... 2,000 ... Oct. 29th

SIBERIA MARU ... 2,000 ... Nov. 15th

TOKYO MARU ... 2,000 ... Nov. 27th

SHINYO MARU ... 2,000 ... Dec. 15th

Calling at Dairen and omitting call at Keelung and Shanghai.

Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

TERMINI BY TRANS-ANDAL ROUTE TO BUENOS AIRES.

LEAVE HONGKONG

SEIYO MARU ... Nov. 9th

RAKUYO MARU ... Dec. 13th

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. No. 174 & 2373.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SEATTLE & VANCOUVER

"West Ivis" ... 29th Oct.

To LOS ANGELES & SAN FRANCISCO

"West Calera" ... 24th Oct.

Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Vaux Road, Tel. 3008. [451]

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports,

"WEST JESSUP" ... sailing about 15th Oct.

"WEST JAPPA" ... sailing about 15th Nov.

"WEST IVAN" ... sailing about 2nd Dec.

Further sailings to be announced later. Through Bills of Lading issued to all

Overland Common points in U.S. and Canada.

For rates and full particulars apply to—

FRANK WATERHOUSE & COMPANY, 4th Floor, Prince's Buildings, Telephone 1082.

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PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD

TRANS-PACIFIC SERVICE

Freight and Passenger

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU

AMERICAN STEAMERS

For SAN FRANCISCO via SHANGHAI, KOBE ETC.

LEAVE HONGKONG ARRIVE SAN FRANCISCO

S.S. "HOOSIER STATE" ... Nov. 18th, Noon ... Dec. 8th

S.S. "EMPIRE STATE" ... Dec. 8th Noon ... Dec. 29th

S.S. "GOLDEN STATE" ... Dec. 14th Noon ... Jan. 5th, 1932

FOR SINGAPORE AND SOERABAYA

2nd Return BUKIT KONG via SAIGON and MANILA.

Freight and Passenger, sailing Nov. 7th noon.

SHANGHAI-CALCUTTA SERVICE

Freight Only

"FOR SHANGHAI"

S.S. "DOYLESTOWN" ... sailing Oct. 15th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO. Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

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THE EAST ASIATIC CO., LTD.

COPENHAGEN

The M/S. "MALAYA"

will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 31st October.

Further sailings:—

S/S. "Rhodessa" ... End of November.

M/S. "Java" ... First half of December.

M/S. "Annam" ... End of December.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD. [74]

Hongkong, September 2nd, 1931.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

"ELLERMAN" LINE. ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.

MARSEILLES, LONDON, ROTTERDAM & HAMBURG
a.s. "CITY OF PEKIN" ... 29th Oct.
LONDON, ROTTERDAM & HAMBURG
a.s. "CITY OF DELHI" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE ELLERMAN & BUCKNALL S.S. CO. LTD.

Sailings from Hongkong.

"EUBYMACHUS" ... via Suez Canal ... 13th Oct.
"CITY OF ADELAIDE" ... via Suez Canal ... 14th Nov.
"TYDEUS" ... via Suez Canal ... 15th Nov.
"KANSAS" ... via Suez Canal ... 17th Nov.

* Call at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, BEISS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
HANGHAI, KOBE & YOKOHAMA	AMAZONE ... 11,000 ... On or about 6th Nov.	
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUBOULT, SUEZ & PORT SAID	"ARMAND BEHIC" 11,000 ... On or about 22nd Oct. "CORDILLERE" 11,000 ... On or about 20th Oct. "ANDRE LEBON" 22,000 ... On or about 6th Nov.	

* Omit Haiphong and Penang.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSHER,
Acting Agent,
Queens Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in staterooms and Saloons, and Excellent Cuisine.

FOR

SWATOW, AMOY & FOOCHOW AND RETURN

(Occurring 9 to 10 Days).

HAILOONG ... Capt. W. Cooper ... TUESDAY, Oct. 18th, at 2 P.M.
"HAIHONG" ... Capt. W. C. Pasmore ... FRIDAY, Oct. 21st, at 2 P.M.
"HAIHING" ... Capt. E. Walker ... TUESDAY, Oct. 24th, at 2 P.M.

Arrivals and Departures from this Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNFER" ... 5,400 ... 20th Oct. Noon			Singapore, Colombo & Bombay
"SARDINIA" ... 8,600 ... 23rd Oct.			Marseilles, London & Antwerp
"KARNATA" ... 9,000 ... 19th Nov.			Marseilles, London & Antwerp
"RYAN" ... 7,700 ... 26th Nov.			Singapore, Colombo & Bombay
"LAFORE" ... 5,200 ... 29th Nov.			Marseilles, London & Antwerp
"SOMALI" ... 6,700 ... 10th Dec.			

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" ... 4,700 ... 23rd Oct. ... Calcutta via Straits

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFTRA" ... 4,000 ... 19th Oct. 10.30	Manila, Thursday Island,
"ST. ALBANS" ... 4,600 ... 14th Nov. [a.m.]	Townsville, Brisbane,
	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN" ... 6,100 ... 23rd Oct.	Shanghai and Kobe.
"BANCA" ... 6,000 ... 24th Oct. 10 a.m.	Shanghai and Kobe.
"ST. ALBANS" ... 4,600 ... 26th Oct.	Yokohama direct.
"NYANZA" ... 7,000 ... 26th Oct.	Shanghai and Japan.
"LAHORE" ... 6,500 ... 5th Nov.	Shanghai and Kobe.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road, Central, HONGKONG.

O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore & Port Said.
"AMAZON MARU" ... Wednesday, 9th Nov.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.
"MEXICO MARU" ... Sunday, 13th Nov.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.
"MALAY MARU" ... Thursday, 27th Oct.
DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.
"BUSHO MARU" ... Tuesday, 1st Nov.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and making cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" (omit Shanghai) ... Friday, 21st Oct.
"MANILA MARU" ... Friday, 4th Nov.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"SHUNKO MARU" ... Monday, 14th Nov.
NEW ORLEANS LINE via SUEZ.
"BORNEO MARU" ... Friday, 21st Oct.
JAPAN PORTS—Kobe & Yokohama via Shanghai.
"ATLAS MARU" ... Wednesday, 19th Oct.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.
"KAJO MARU" ... Saturday, 22nd Oct.
TAKAO via SWATOW & AMOY.
"ROSHU MARU" ... Tuesday, 18th Oct.
For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.
Tel. Nos. 144 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Dutch Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

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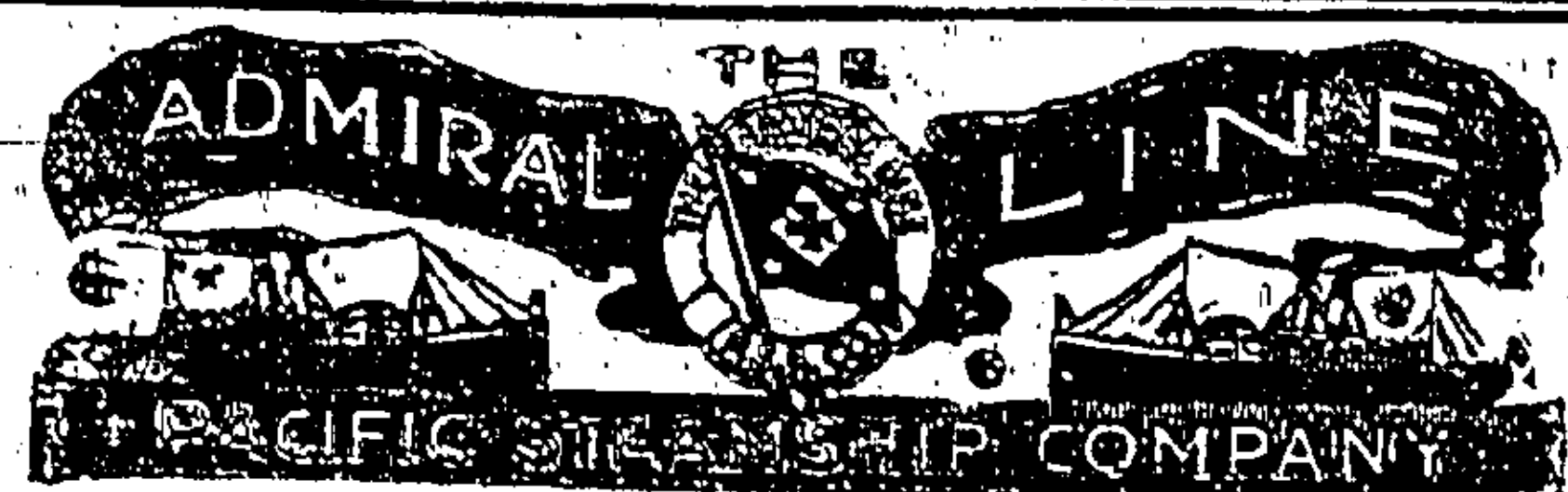
SAILINGS SUBJECT TO ALTERATION

For	Steamer	On	To
SWATOW & BANGKOK	"CHUSAN"	On 18th Oct.	10 a.m.
TULATAP	"TAKOOWANYI"	On 18th Oct.	Noon
SWATOW & SHANGHAI	"SINKIANG"	On 19th Oct.	1 p.m.
SWATOW, AMOY & SAPORE	"TEAN"	On 19th Oct.	1 p.m.
NEWGANG & TIENSIN	"TIENSIN"	On 20th Oct.	10 a.m.
SHANGHAI	"SUNNING"	On 20th Oct.	Noon
WEIHAIWEI, CHEFOO & TAIWAN	"KUEICHOW"	On 21st Oct.	4 p.m.
"HANGHAI & TUNGTAO	"YINGCHOW"	On 22nd Oct.	4 p.m.
SWATOW & SHANGHAI	"SZEJHUEI"	On 25th Oct.	10 a.m.
MANILA, CEBU & ILOILO	"TAMING"	On 3rd Nov.	4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai, three weekly and Tientsin (weekly), taking Cargo on through Bills of Lading to all Kiangsu and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

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PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... From Hongkong ... Arrive Seattle Nov. 11th

FREIGHT & PASSENGER SERVICE.

"WENATCHER" ... To MANILA ... Nov. 8th

"WENATCHER" ... Nov. 18th ... arrived Dec. 9th

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

S.S. "COCKET" ... For PORTLAND DIRECT ... Oct. 26th

For PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE" ... Nov. 11th

S.S. "ABRECOB" ... Dec. 7th

Through Bills of Lading issued to Overland Ocean points. Passenger and Freight Particulars.

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and other JAVA PORTS.

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FREIGHT ONLY.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "JADDEN" ... 24th Oct.

For freight space and particulars apply to—

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON

and/or

NEW YORK



S.S. "GAELIC PRINCE" ... (via Suez) Oct. 25th

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(Incorporated in Great Britain),
No. George's Building

Telephone 2155,
Telegrams (Far Eastern).

(114)

